

JUL 28 1936

ATLANTIC FISHERMAN

VOL. XIX

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JULY, 1938

NO. 6

There's Real Appeal—

in this
*Better
Rope*

COLUMBIAN Tape-Marked Pure Manila Rope appeals to hard users because it can be depended upon to stand up under the most strenuous conditions, yet remain flexible for easy handling.

Columbian is a better rope because it's made from carefully selected fibres, waterproofed before being spun into rope, with each strand lubricated to prevent friction. That's a double-guarantee that your Columbian rope will give you longer, better service.

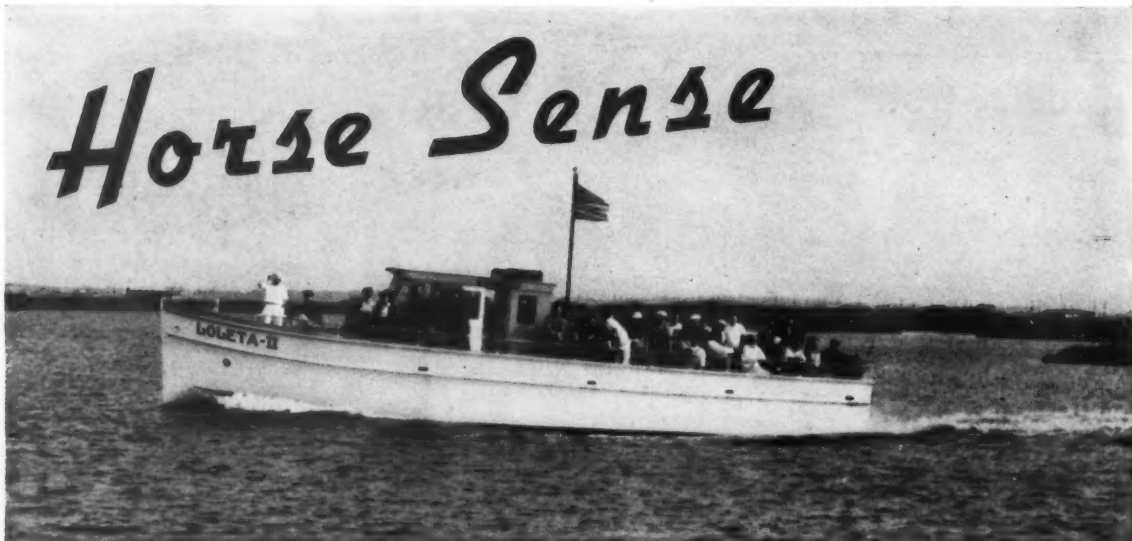
COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.

COLUMBIAN
TAPE-MARKED
PURE MANILA **ROPE**

QUALITY
Controlled
every step of the way

Boston Office and Warehouse

38 Commercial Wharf

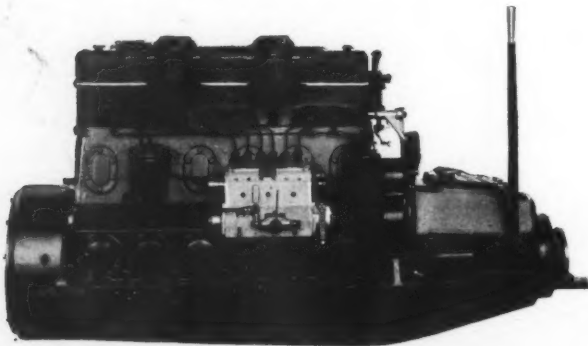


Loleta II—50' Party Fishing Boat Owned by Capt. Percy T. Blake, Wildwood Crest, N. J. Powered with two 100 H. P. Superior Diesels.

During the summer of 1936 LOLETA'S fuel bill for the most active months of July, August and September averaged around \$215.00 a month. She was powered with two 150 H. P. gasoline engines.

That winter, Capt. Blake decided to apply a bit of horse sense to his operating cost problem and after a thorough investigation purchased one 100 H. P. Superior Diesel engine which he installed in place of his starboard gasoline engine.

LOLETA'S record for the same three months of 1937 is interesting:



	Fuel Oil Starboard Engine	Gasoline Port Engine
July	\$33.50	\$123.25
August	28.70	119.85
September	20.83	75.65
TOTALS	\$83.03	\$318.75

Note:—Both engines turned the same size propellers at identical speeds.

In the Spring of 1938 (full confidence in the Superior Diesel having been established beyond all doubt), the port engine was replaced with the starboard engine's twin.

Here's what Capt. Blake can look forward to this season:—

Former operating cost with 2 gas engines	\$645.00
Present operating cost with 2 Diesels	166.00
NET SAVING FOR THE THREE MONTHS . .	\$479.00

Based on a full season of six months' operation, this saving will be increased proportionately.

Formerly these hard earned dollars were converted into carbon monoxide exhaust gas—now they go into the bank! And . . . Capt. Blake now has a **SAFE** party boat! Is this horse sense or isn't it?

Superior

DIESELS

HEAVY DUTY MODELS:

H H H

HIGH SPEED MODELS:

50 to 810 H. P.

15 to 230 H. P.

250 to 720 R. P. M.

900 to 1800 R. P. M.

THE NATIONAL SUPPLY COMPANY • SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Calif.; Houston, Texas.

Steel cannery tender "Vulcan," designed and built under the supervision of H. C. Hanson, Seattle Naval Architect, by the Commercial Boiler Works, in Seattle, for Pacific American Fisheries, So. Bellingham, Wash.



New steel cannery tender "Vulcan" uses shaft-driven generator and Exide-Ironclad Battery

THE first all-welded steel vessel to go into cannery service, "Vulcan" is 75 feet in length and has a minimum draft of 5 ft. 4 in. to enable her to work well in the shallow water of Bristol Bay.

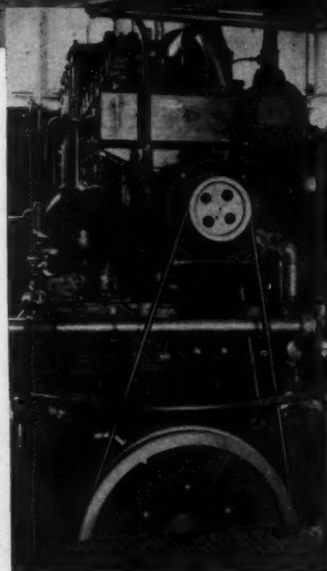
With her numerous electrical auxiliaries and her shaft-driven generator system, this vessel's battery requirements are unusually severe. An Exide-Ironclad Marine Battery was selected to supply current for the radio transmitter and receiver, motor-driven oil burner in the galley, motor-driven oil burner hot water system, motor-driven pressure water system, as well as all lights.

Serving fishing craft of all types, in the Atlantic and Pacific alike, Exide Marine Batteries have proved themselves dependable, long-lasting, and exceedingly economical. There are 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large vessels—all of *genuine marine type and quality*. You'll save and play safe with an Exide. Why not write us today?

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

The World's Largest Manufacturers of Storage Batteries for Every Purpose

Exide Batteries of Canada, Limited, Toronto





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2. To subscribe to and work for truth and honesty in all departments.
3. To eliminate, in so far as possible, his personal opinions from his news columns, but to be a leader of thought in his editorial columns, and to make his criticisms constructive.
4. To refuse to publish "puffs", free reading notices or paid "write-ups"; to keep his reading columns independent of advertising considerations, and to measure all news by this standard: "Is it real news?"

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Additional points of the A. B. P. Code to which ATLANTIC FISHERMAN subscribes will be discussed in another of this series.

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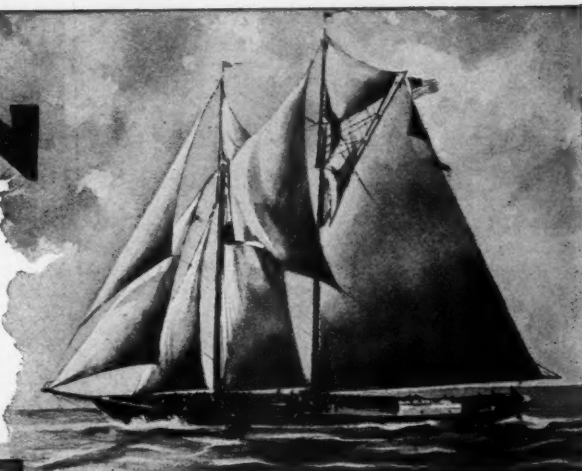
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Merchandising at Point of Sale

MUCH has been printed and spoken about the desirability of instituting general co-operative advertising programs by various divisions of the fishing industry. A greater part of such discussions has centered around appealing directly to the consumers through newspapers, magazines and radio.

Some groups have been able to carry through successful consumer campaigns. However, most of these undertakings have been of short duration.

The greatest problem in conducting a consumer advertising program is raising the amount of money required. Consumer advertising through magazines, newspapers and radio is costly, and with the many extensive campaigns now being presented by numerous national advertisers, it requires a large sum of money to successfully compete for the public's attention.

If sufficient funds are not available, there is another approach which will prove effective and which can be conducted at a fraction of the cost of a consumer campaign. That is by publicizing seafood through the various factors who either serve or sell to the consuming public.

Strong Position of Retailers

It is estimated that in 34% of grocery sales in the United States, the housewife leaves the choice of the brand to the storekeeper. This point immediately brings to attention the strong position retailers occupy in merchandising. If retailers can be thoroughly sold on the merits of a particular product, and if its profit possibilities are adequate, the chances are very good that they will push the sale of that product.

In addition, the retail stores provide an excellent opportunity for display of promotional material such as counter cards, window streamers, etc. Such material must, of course, have eye appeal and be designed to stand out among the large amount of similar advertising found in a store. Dealers are usually glad to display well prepared promotional matter.

One of the main reasons why many people do not eat more fish is that they do not understand how to properly prepare it in an appetizing manner. Here is an opportunity for building sales through recipe books which can be placed in various stores and included with every order of fish that is sold.

It is surprising to learn how little knowledge of seafood many retailers have. Even in markets where seafood is handled continuously, the clerks in many cases do not know where particular varieties are caught, what particular food values they possess, and how they may be appetizingly prepared. Now, with seafood, especially frozen fillets, being distributed through new

channels where fish was never before handled, a mighty task of educational work needs to be done.

Hence the importance of advertising that will give the retailer the information that he needs and the assistance that will help him sell.

The Importance of Restaurants

Another excellent outlet for seafood is the restaurant. Few people realize what large quantities of food are consumed by the restaurant business, including hotels and clubs. It is estimated that 127,050,000 meals are served each day in American restaurants. From 15% to 20% of the entire nation's meat output is served on hotel and restaurant tables.

Restaurants are occupying a position of increasing importance as users of food products. More and more people are eating meals away from home, since in the restaurants there can be found the best of culinary art at a price comparable to the expense and effort entailed in preparing the same food at home.

Restaurants offer a golden opportunity for the fishing industry to increase its volume of business. Advertising directed to restaurants, and promotional material telling of various ways to prepare and feature seafood are of great value. Attractive window display material and menu stickers are very effective.

Increasing the seafood business in the restaurants builds a better appreciation for seafood on the part of the public, so that people want to use more seafood in their meals at home.

With a plentiful display of promotional material in retail stores and restaurants, and with the distribution of recipe booklets and informative literature, the products of the fishing industry can be presented forcibly to the general public, and the cost for such a program can be borne easily by producers and wholesalers individually, or on a co-operative basis, by the industry as a whole or by groups.

Consumer advertising is good if you can raise the money. But if you cannot raise the amount necessary for a consumer campaign you can, with less money, convert your primary outlets into greater sales producers by means of truck posters, display cards, recipe books and merchandising aids that will advertise seafood, bring it to the attention of consumers and stimulate buying.

The more universal use of such merchandising devices will educate the public to the fine qualities of seafood and encourage the public to eat more seafood. Any group or section can co-operate to this end and accomplish results economically.

Diesel Power in British Fishing Craft

A. C. Hardy, B. Sc., Follows a Preliminary Study by
Describing Existing Types of Motor Fishing Craft

IT is a true proverb which suggests that Nothing Succeeds like Success. In the marine world where prejudice against new developments is always rampant we could say with even more truth that Nothing Fails like Failure. This could be explained by recalling that when the British motor trawler *Beardmore* gave nothing but trouble to her owners in her fishing voyages out of the port of Grimsby some years ago, she put back the clock as regards further developments in motor fishing craft so far, that it is only within the last five or six years that they have begun to be regarded as any other than wildly impracticable. The engine was to blame for the *Beardmore's* failure, and the engine situation as we have seen in a previous article* has not been an easy one in Great Britain. The reason for this and the situation as it exists at present have been explained in the previous article in which it was seen that in one type of small ship at any rate—the motor coaster—no other kind of propulsion than motor is considered today. This experience is gradually being translated into terms of fishing craft although conditions of operation are rather different. As far as the propeller is concerned tug rather than ordinary cargo ship conditions prevail. Also the auxiliary load is a high one, being practically as important as the main propelling load. It was a too imperfect solution to both these problems coupled with lack of the closest technical liaison with the fishing industry, always a very close community keenly resentful of outsiders, which spelt doom to the *Beardmore*. The winning back of confidence therefore has been an uphill task, even now that the solutions to the propeller and auxiliary drive problems have been found. The motor trawler in Great Britain is no longer looked upon as impracticable, and as soon as vested interests in coal supplies yield a little ground to the newer and more efficient form of drive, a good deal of replacement tonnage with Diesel drive may be ordered. The situation is unfortunately complicated at the moment by the fact that conditions are not too financially happy in the fishing industry in Great Britain, and particularly in the drifter section where so much new tonnage is needed.

Fuel Consumption

Another factor which will help the internal combustion engine in the larger type of fishing vessel is that owing to the need for increasing the operating radius, every device is sought to lower the coal fuel consumption. Thus boilers are super heated, and exhaust turbines are fitted to take steam from the low pressure cylinders, the turbines being geared to the main shaft; in some cases even oil burning boilers are considered, although none have yet been fitted. All this means that the price of the steam equipment is increasing while that of Diesel drive, owing to standardization, is coming down. As more and more is known about it so will the personnel question become easier, and the engine driver type of operative become available. Contrariwise the standard for running the steam plant is year by year becoming higher. This latter remark applies mainly to the big, long distance, Bear Island and Behring Sea trawlers, which paradoxically enough will be the last steam stronghold that the Diesel will have to storm. One says paradoxically because it would have been thought that the long radius of operation these ships need would have been supplied ideally by a prime mover using only .036 lbs. of oil per horsepower hour compared with over 1 lb. of coal. Steam is, however, required on such ships for thawing nets, processing livers, and heating the crews' living quarters. These needs are undeniable; on large ships such as Bear Island trawlers are, there is nothing to prevent them being supplied by an oil burning boiler used as a standby to an exhaust gas boiler which latter would raise sufficient steam to run all the auxiliaries, generator

and steering gear, needed when the ship is running at sea. The oil burning boiler would take over during fishing. This dual arrangement is used successfully in hundreds of cargo motor ships today. Most Diesel fishing craft progress in Great Britain from a power per unit point of view has been made in North Sea type trawlers; numerically the little seine netters have it. In order to take the matter further, however, it is interesting to list the various types as they exist in the British fishing fleet.

Various Types

(a) *The Big Bear Islanders* mentioned above, ships of up to 200 ft. in length and 900 hp. Rather smaller than the French Grand Bankers.

(b) *The North Sea Type Trawler* of upwards of 100 ft. in length and 300-400 hp. It is in these that the Diesel is likely first to have the major success. In fact, as will be seen, three fine ships in this category have been completed in addition to half a dozen rather smaller vessels, to accompany which latter a further half dozen have just been ordered.

(c) *The North Sea Trawler Drifter*, a ship of about the size and power of the smallest North Sea trawlers, but convertible either for trawling or drifting as the name indicates. Such ships must have a drift net capstan and hinging foremast in addition to a trawl winch and gallows. There are no Diesel applications to report in this field because there has been little or new construction of any kind.

(d) *The Pure Drifter*, a little ship of upwards of 80 ft. in length with hinging foremast, power capstan for hauling the vertical net wall with which herring catching is carried out. These nets are stowed in a hold forward of the small wheel house. New construction in this section has been almost non-existent in the last few years, but what few ships have been built have almost without exception been Diesel powered. The problem of driving the capstan is a problem as in the case of the trawl winch on smaller trawlers, but a satisfactory electric unit has been evolved. In some cases steam is still used, the supply being fed from an auxiliary oil fired boiler. In certain cases steam is needed on board in any case, for melting the "cutch" used for tanning the nets.

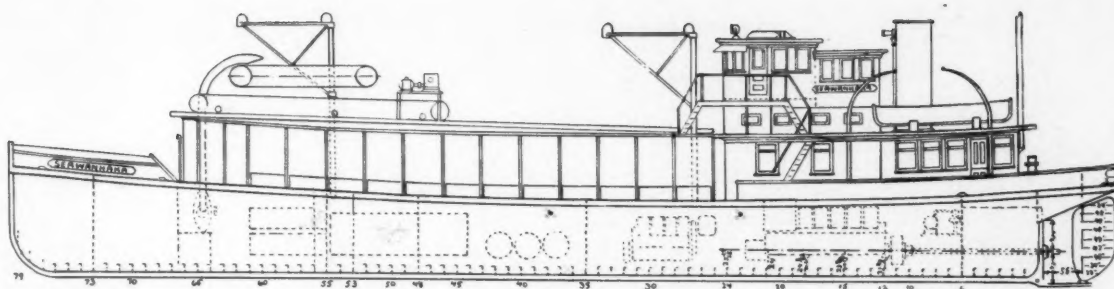
(e) Lastly comes the *Seine Netter* which operates a method of fish catching well known in United States waters. Seine netters in Great Britain in general are somewhat smaller than drifters and here too the auxiliary problem is a thorny one. Belt drive from the main engine is used for the winch handling the net in the majority of cases but electric gear was evolved for the by now well known *Girl Pat* which in her equipment still remains the seine netter *de luxe*. She has a full 2-cycle direct reversing Diesel for propulsion and a Diesel electric generator for the net gear. Many seine netters prefer a hot bulb engine even today.

(f) *Line Fishing* is of course very well known in the United States waters. It is practised to a limited extent in the British fishing fleet and then sometimes with converted small trawlers. Dorries are not used, the work being done from the deck of the ship. There are some excellent examples of motor seine netters in Norway, but not in Great Britain owing to the lack of new construction.

It should be mentioned that the Fishing Protection Cruiser used for poacher catching is often a ship of trawler type but much faster and often having twin screws. The Scottish Fishing Board in particular have two motorships of this type and one in contemplation, and with this type our catalogue is complete.

Editor's note: In the third article of this series, Mr. Hardy will examine practical examples of each type and see what solutions are applied to various problems that have arisen in the application of internal combustion engines.

*Atlantic Fisherman, April, 1938.



Profile plan of the suction oyster dredger "Seawanhaka."

Trial Run of "Seawanhaka" Noteworthy

The Suction Dredge and Pilot House Control Demonstrate New Methods in Oyster Dredging

ACCLAIMED by many as a revolutionizer of oyster dredging methods, the new suction dredger *Seawanhaka*, owned by S. Y. and J. Waldron Bayles of the Oyster Bay Oyster Co., Oyster Bay, Long Island, performed very satisfactorily in every way during her trials on June 30. With a large group of interested guests, including numerous oyster men from Long Island, Connecticut, and Rhode Island, the boat sailed for six hours outside Oyster Bay, during which time all machinery was given a thorough test. S. Y. Bayles, veteran oysterman, who piloted the *Seawanhaka* on her trials, pronounced the craft as very easy to handle. She made a speed of about 14 mph.

The *Seawanhaka*, which is 122 ft. in length, is one of the largest oyster boats ever built, and operates on the same general principle as the smaller suction dredger *Pine Island*, built by Frank M. Flower & Sons, Bayville, L. I., last year. The boat has a light draft of 9 ft. and a loaded draft of 10½ ft.

The *Seawanhaka*, which was formerly the old passenger steamer *Sea Gate*, was converted and equipped for oyster dredging by the College Point Dry Dock & Supply Co., Flushing, N. Y., under the direction of Kenneth Terry. All of the old steam machinery, as well as the passenger deck house and quarters, were removed from the vessel, leaving nothing but the empty iron hull. Upon the after deck has been mounted portions of the old deck house and the original pilot house which form a structure similar to that found on the average tow-boat. H. Butler Flower supervised the installation of the dredging machinery, of which he is the patentee.



The "Seawanhaka" on her trial run.

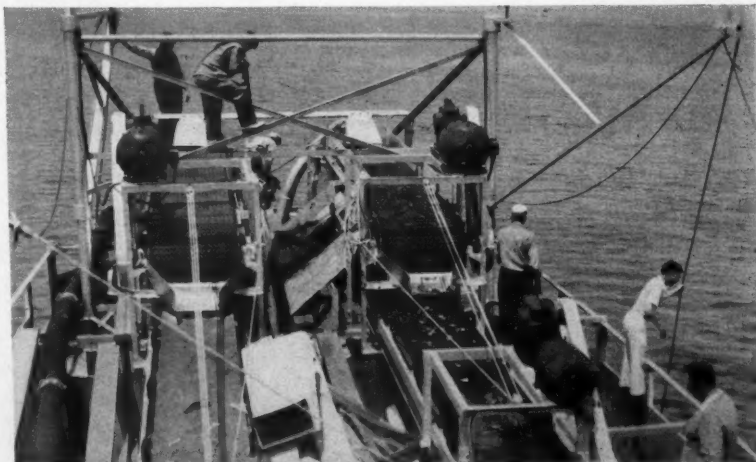
Her main engine is a 5 cylinder, Fairbanks-Morse Diesel, Model 37-12, rated 500 hp. at 400 rpm., equipped with built-in reversible lubricating oil and fresh water circulating pumps, engine being directly reversible, 12 in. bore by 15 in. stroke, equipped with pilot house control.

Since the oysters are carried on deck, and the crew's quarters are above deck, it was possible to devote the entire hull space to machinery. This has resulted in ideal arrangement of all units, with ample working space around each.

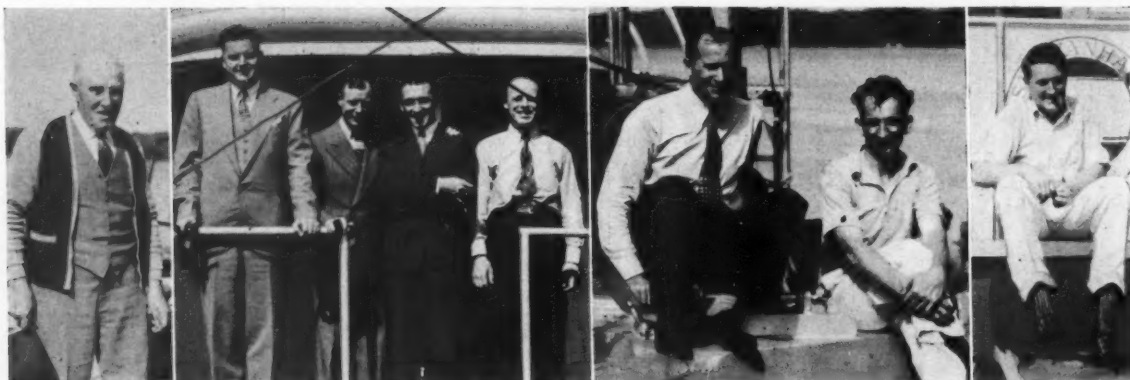
In the extreme after-section is located the electro-hydraulic steering apparatus furnished by the American Engineering Co. This is the first installation of its type in an oyster boat, and it operates through changeable oil pressure in parallel cylinders, which in turn regulates the position of pistons that govern the rudder movement. The boat is equipped with 64 x 46 Hyde propeller.

Directly ahead of the steering equipment is the main engine, on one side of which is located the Smith-Meeker 2 panel, fully automatic switchboard, and on the other, miscellaneous auxiliary units.

Next in order are the two 120 hp. 4 cylinder Fairbanks-Morse Diesel auxiliaries, Model 35E-8¾, 450 rpm., 8¾ in. bore by 10½ in. stroke, one port side and one starboard. They are equipped with built-in fresh water circulating pump, and arranged for pilot house control. A 20 kw. Electro-Dynamic gen-



Forward deck of the "Seawanhaka," showing oysters traveling on conveyor belt to storage bins after leaving suction pipe and rotary screen separator.



Among those aboard the "Seawanbaka" on her trial trip. Left to right: S. Y. Bayles, Oyster Bay Oyster Co.; T. W. Drennan, W. B. Moore, R. J. Bouffard, E. Schoonmaker, all of Fairbanks-Morse New York office; Kenneth Terry, College Point Dry Dock & Supply Co.; H. Butler Flower, Frank M. Flower & Sons, Bayville, L. I.; and J. Waldron Bayles, Oyster Bay Oyster Co.

erator is connected by V-belt to the after end of each auxiliary engine. From the forward end of each unit is connected, through a clutch, a line shaft which extends forward approximately 60 ft. to operate an 8 in. centrifugal dredge pump, as well as the three drum winches and salt water pumps which are placed just ahead of the auxiliary engines.

Since there are similar sets of dredging equipment on either side of the forward deck, much of the machinery below is identical on both port side and starboard. The winches, which are of the 3 drum type, are of 4-5 tons capacity. The 8 in. Erie hydraulic suction pumps are specially designed, pumping 1900 gals. per minute. The boat is supplied with two 4500 gal. fuel tanks and 30 x 96 air starting tanks.

Current for the electrical system is furnished by Edison batteries, 110 volts, 100 cells, 150 ampere hours. All of the electrical equipment was installed by Smith-Meeker Engineering Co., New York.

As variable speeds are required from time to time, both in the hoisting of the suction dredge as well as the speed of the dredge pump, the generators have been specially wound for variable speed service. Voltage is maintained constant at 125 volts by means of automatic carbon pile field regulators over a speed range varying from maximum down to approximately 60% of maximum. The Edison continuous current system, embodied in the main switchboard, permits the instantaneous transfer of the steering gear, the ship's lights and emergency equipment to the Edison batteries from the generator.

Inasmuch as the auxiliary engines may operate at varying speeds, it was not deemed practical to attempt to parallel the two 20 kw. generators. Therefore, the switchboard has been arranged to permit complete flexibility of operation without impairing the ability of the generators to carry the entire ship's load. Satisfactory power distribution on board the vessel has been provided by using double throw transfer switches for the heavy motor loads such as the before and after circulating

water and lubricating oil pump for the main engine, the belt conveyor and screen motors, as well as the oil purifier and the battery charging. The balance of the load, which includes the engine salt water pump, all lighting circuits, search and floodlights, steering gear, boiler, refrigerator and bilge pump, are arranged to be carried by the storage battery upon loss of voltage or overload on the generators.

The batteries may be charged from either generator, while the balance of the heavy motor load is carried by the other.

The deck appearance of the *Seawanbaka* is very unusual and bears no resemblance to the conventional type of oyster boat. The pilot house is situated in the after section directly above the crew quarters and galley. A distinctive feature of the pilot house is the presence of a multitude of controls and instruments. One man can operate the machinery of the entire boat from this position. With directions from a man at the forward end of the boat, the captain can operate any part of the dredging equipment by means of various pull cords and push buttons.

On the forward deck there are six adjoining wooden bins each approximately 8 ft. high x 12 x 15. Over these bins is a sturdy steel framework on which is located the dredging and loading equipment.

By means of a dual derrick arrangement, the huge suction pipe, with sections of iron and rubber piping, is swung overboard. One end is connected to the side of the boat, while the other, which is mounted on two large airplane type wheels, is lowered to the bottom. The pipe, which is about 8 inches in diameter, connects to a wide mouth at the end which is covered with several cross bars spaced to keep out large objects.

As the dredge is towed over the bed the oysters are sucked up in vacuum-cleaner style, and pour out of the other end of the pipe on a rotary wire screen separator, operated by a 5 hp. Electro-Dynamic motor, driven through an enclosed chain drive.

While the oysters move on the screen the water washes the sand and other sediment into the bin below. Water from the screen runs off through slides at the foot of the bin. The sand may be washed out with a pressure hose or be retained to be placed later on oyster grounds. From the screening the oysters drop on to a rubber conveyor belt from which they are directed to the proper bin. The belt conveyor, which is operated by a reversible 3 hp. Electro-Dynamic motor, may be moved back or forth to any position over three bins, by means of a traveling crane mounting.

There is duplicate equipment on either side of the boat so that two dredgers may be operated simultaneously.

The *Seawanbaka* will be able to carry from 5,000 to 6,000 bushels of oysters, which compares with 1,000 to 1,800 carried on most present boats, and it is expected that a full load could be dredged in two hours under good conditions. The boat should be able to do at least the same amount of work as handled by three conventional type dredgers. The crew will consist of seven men, and include the captain, engineer, cook, and four deck hands. J. Waldron Bayles is planning to skipper the craft while Vernon Jennings will be engineer.



The two 120 hp. Fairbanks-Morse auxiliary engines with the end of the 500 hp. Fairbanks-Morse main engine in the background.

Watch for Destructive Marine Pests

Inroads of *Teredo* necessitate protection for boats and all water-front structures

A WARNING to boat owners along the North Atlantic coast to adequately protect their boats from marine borers this season has been issued from the William F. Clapp Laboratories, Duxbury, Mass. Professor Clapp, consulting biologist and an authority on *Teredo* life, reports that current marine borer destruction in Northern waters is the most severe on record.

The marine borer has been gradually increasing during the past five years along the coast from Connecticut to Newfoundland, and reached its greatest stage of destructive activity last year. The *Teredo* did extensive damage in harbors north of Cape Cod and moved southward to the western end of Long Island Sound to attack piling and bulkheading in harbors at New Haven, Stamford and Greenwich, Conn. No previous attacks had ever been recorded in some of the harbors along the Sound.

Marine borers are now prevalent at all the harbor entrances of New York, but so far there are only scattered instances where they have been found in the upper harbor. The borer may be considered to have reached a destructive stage this year at the entrances in Staten Island, Coney Island, Bayonne and City Island.

Professor Clapp advises boat owners in Long Island Sound and New England waters to give bottom planking a careful inspection. Only bottom paints which have a proved record of protection against borers should be used, and care should be taken to prevent undue abrasion of the bottom paint. It further is advisable to haul out and repaint in late July or early August, especially where the boat may have scraped bottom in shallow water. The slightest exposed underwater surface will open large areas to borer attack.

Several boats were badly damaged and a few destroyed by *Teredos* in New England harbors last season, and further ravages will occur this Summer unless adequate precaution is taken.

Common Species of Marine Pests

All coastal waters are infested with marine pests that are extremely destructive to unprotected wooden structures. While there are many various kinds and species of such pests, the most common are known as "*Limnoria*," "*Chelura*," and "*Teredo*."

The Crandall Engineering Company, of Boston, has prepared a booklet, in which these species are defined as follows:

Limnoria is a small, flea-like animal which burrows its galleries within one-half inch of the outer surface of the wood, thus gradually eating it away from the outside until in time it eats completely through the exposed wooden timber. It does not burrow deeply into the wood beneath the surface. It attacks any wooden surface that is exposed to clear or fairly clear sea water. It prefers the softer woods, but will certainly attack any hard wood if there is not sufficient soft wood in the vicinity to occupy its attention. It will avoid any portion of the wood that is in the vicinity of bolts or other ironwork, not necessarily because of the iron oxide in the wood but more because of the galvanic action that such oxidizing causes.

The *Chelura* is also a small, flea-like animal that burrows, in a manner very similar to that of the *Limnoria*, near the surface of the wood, and its damage, while quite often mistaken for that of the *Limnoria*, is much greater. Like *Limnoria*, *Chelura* prefers soft wood but will destroy oak or other hard woods if the softer woods are not available.

The *Teredo* is entirely different from *Limnoria* or *Chelura*. It will attack any unprotected wood surface that is exposed to clear or fairly clear sea water. Its attack is made first when it is a very small organism, ordinarily very much smaller than the head of a pin. It attaches itself to the surface of the wood and starts boring in, excavating its burrow and growing in size and length as it proceeds. It does not bore for food, but

for a home, and always fills entirely its gallery and never comes out of it. The opening to the outer water is always the small hole by which it entered, through which circulates sea water containing its food. It does not work upon the surface, but burrows entirely into the interior, scrupulously avoiding the galleries of any of its neighbors. In this way a colony of these pests can attack the wood over a considerable area and soon reduce the whole mass to a honeycomb. The surface of the wood shows no evidence of the presence or work of these worms except the minute holes by which they have entered. The *Teredo* is usually much more destructive and rapid in its work than the *Limnoria* and it is far more deceptive because the surface gives so little indication of its work.

Growth and Development

There are a number of factors that favor the development of marine pests, but two of the principal ones are temperature and pollution.

The temperature of the water has considerable bearing on the activity of borers and, if the water falls below a certain temperature, the borer will remain inactive during that period, and in some waters works only a few weeks of the year and remains dormant the rest of the time.

Pollution, however, is probably of equal or even greater importance than temperature when considering conditions favorable for the development of marine borers. Excessive pollution, on the other hand, forms a decided barrier to all the borers. Comparatively clean water is the medium necessary to support a prolific marine life.

Methods of Protecting Water-Front Structures

The most familiar method of protection, and probably the most effective now known, is that of treating the members with dead oil of coal tar, familiarly known as "creosote." This creosoting, when properly done and to a sufficient degree, extends the life of the timber for a considerable time, depending on a number of factors. First, the kind of wood in the member is a factor. It has proved practically impossible to get any effective treatment in spruce timber. With Douglass fir effective treatment can be obtained, though with much greater difficulty and a lower effectiveness than with any of the pine woods. The wood which has been found to take the creosote most effectively and to retain it the longest is the sapwood of any of our pines, especially the Southern pine. However, the heartwood of these pines does not take creosote readily and the heartwood of long leaf yellow pine is almost impossible to treat effectively. For wharf piling Southern pine thus treated has proved to be quite effective, especially in the cooler northern waters, because of the fact that the tree still retains all of its sapwood and thus can be thoroughly impregnated to a depth of 1½ inches to 2 inches.

Sawn timber, however, is a very different matter. Creosote is always gradually leaching out and it does not take long for the small amount of creosote that can be gotten into the heartwood to leach out; it is therefore but a very poor protection. Exposed structures consisting of sawn timber having a good proportion of heartwood can best be protected by some one of the several systems of sheathing.

One of the next best protections is to cover the timber work with ship's felt impregnated with creosote and to cover this felt with boards cut entirely from the sapwood of pine trees and impregnated through and through with the right quality of creosote. These boards must be fastened closely and with a fastening that can be depended upon to give a reasonable length of life.

Frequent inspection should be made of boat bottoms and water-front structures to disclose any condition which should be corrected before it develops into serious trouble.

Long Island Veteran Oystermen Retire from Bluepoints Co.

WHEN the *Willie K.*, flagship of the Great South Bay oyster fleet of General Foods Corp., docked at West Sayville, at the close of the day's work on June 30th, Capt. Jacobus Kwaak stepped ashore for the last time, because he, with six other veteran employees, is being retired, according to Paul O. Mercer, of the Bluepoints Co., Inc.

The seven retiring employees, who have worked for the Bluepoints Co. and predecessor companies from 16 to 24 years, will be given retirement allowances by the Company equivalent to from 20 to 40 percent of their present monthly salaries. This is based on the years of service and present rates of pay. Each worker has also been voted a gift of a life insurance policy for \$1,000.

In addition to Capt. Kwaak, who has been in the business for 62 years, others retiring are Cornelius Otto, Leonard VanVessem, David Hoek, all of the Bluepoints Co., and three employees of the Conn. Oyster Farms Co., Milford, Conn., a subsidiary of the Bluepoints Co.—George A. Mitchell, Wm. R. Merrill, and Wm. H. Austin.

Good Fishing at Montauk

Montauk is producing great mackerel fishing as well as good sea bass and porgy fishing. At Gardiners Island and Sheepshead Bay the catch of porgies is good.

Good Black Bass Season Predicted

With the opening of the black bass fishing season in New York State on June 24, Conservation Department officials predicted good results and prospects better than in years.

Butterfish Catches Large

The trap fishing firm of Vail & Eldredge, who fish at Gardiner's Island and Block Island Sound, reported large catches of butterfish last month.

Capt. Tuthill Attends Hearing

Capt. Frank J. Tuthill of East Marion, dean of the commercial fishermen, made a recent trip to Albany as a representative from the East End Surf Fishing Club to attend the hearing before the committee regarding the change in the new proposed State Constitution which would adversely affect regulation and control of both sport and commercial fishing.

Importance of Shellfisheries

Long Island oysters, according to Alfred Tucker of the Long Island Fishermen's Protective Association, have brought considerable fame to this area, with more than 1,000,000 bushels of oysters harvested annually and sold either in the shell or shucked.

Long Island clams are also produced extensively. Three different kinds are caught: hard, soft, and skimmers. Hard clams are most important as an industry, and are considered a great delicacy, but soft clams are also delicious and widely enjoyed. Skimmers are caught in the ocean and are used principally for codfish bait.

Scallops once formed an important part of the shellfishing industry but of late years have become almost extinct.

Squid, which are often regarded as fish, are in reality a shellfish since they have a hard, shell-like tube which almost entirely covers the body. About a million and a quarter pounds of squid are caught annually by trap and dragger fishermen around the Island. These are sent to Fulton Market, where they are sold around New York.

Babylon

The charter boatmen at this port are getting their share of business, and have some good bookings ahead for the season, which is now in full swing.

Capt. Harry Mitchell, one of the younger charter boatmen, has a bait and tackle shop here carrying a full line of Linen Thread products and a complete line of goods for the sport fisherman.

Freeport

Capt. Blairwood is again at his old berth on the Woodcliff Canal after his Winter season at West Palm Beach. His boat *Nita* made the trip back without mishap and after a new coat of varnish and some minor repairs is again ready to serve his old trade. The *Nita* is 35 x 10½ x 3½ and is equipped with two 75 hp. Chrysler engines, ship-to-shore radio and all the latest equipment.

Capt. Charles T. Elias is now operating the *Lady Myra II* from the Boatman's Association dock and is well satisfied with his boat, which was built last year. The boat is 40 x 11½ x 3½ and is powered with a 6-90 Gray engine.

Capt. Donnie Montross has arrived back in Freeport after a very exciting season in the Florida and Bimini waters. He made three trips to the West and on one trip saved a man's life. Capt. Montross skippers the charter boat *Phyllis*, which is 48 x 13 x 3½.

Capt. Ed. Miller is now operating from the Boatman's Pier after a very good season in Florida. Capt. Miller made the trip back in 14 days after having his boat *Elbon* overhauled and repainted at the United Dry Dock in Miami.

The *Elbon* is 50 x 13 x 5 and is powered with a 150 hp. Cummins Diesel.

Capt. Jim Coombs, dockmaster at the Freeport Boatman's new dock, reports many improvements for the coming season. Capt. Coombs is also dockmaster at the new Ft. Pierce, Fla., yacht basin, and it is expected that many boats will be at that dock next Winter.

Ray Elderd has joined the fleet with the *Betsy Anne* and is now operating from the new pier. Until recently Capt. Elderd was operating from Jack Russell's dock at West Palm Beach, and reports that his bookings for the Summer are rapidly filling up.

Capt. Chet Grocke has bought the *Betty Ann*, formerly owned by Capt. Dave Dickson, Jr., and has had her overhauled and painted and is now operating from the Association pier.

The *Julianne*, built last year under the direction of Capt. Mel Elderd, has proved all he expected of her, and a busy Summer season is anticipated for her.

A most popular spot along the Woodcliff Canal is the Unger Skippers Club, in charge of Mrs. Unger. There are some 20 charter boats at this dock, among them the *Dragon*, *Dolores B.*, Capt. Tom Bergin, and *Chief*, Capt. Bill Acker.

Capt. Clarence Amberman is now at Freeport with his cruiser *Ab Kom On* after a busy season at Peconic Bay.

The *Ab Kom On* is 40 x 13½ x 3½ and is powered with two Buda engines. She is now operating out of the Freeport Boatman's Association new pier.

Sayville

Fred G. Dykstra reports a very busy season on overhauling and repairing. He has recently overhauled several fishing craft. Capt. Dykstra is assisted by Capt. Kahler, who has been with this boat yard for 12 years.

C. Edgar Decker Co. operates a ship chandlery store, handling all kinds of equipment for the sport fisherman, besides carrying a complete line of marine hardware and supplies for commercial fishermen. Mr. Decker is the manufacturer of the Decker Special Rod.

Blue Point

Capt. B. Moger, one of the oldest captains now in active service, expects a good season with his charter boat *Ruth*, which is equipped in a most modern manner and is now operating from this port and Patchogue. The *Ruth* is 46 x 12 x 3.

Patchogue

Capt. Charles E. Bumpus, once owner of the Bumpus fleet of fishing boats, is now running a fish and chip restaurant in this city. It is called Ye Olde Cape Cod Fish Shop and is the first and only one here.

Baldwin

Capt. W. Kleb, skipper of the *Wanderlust*, is now fishing from this port. The *Wanderlust* is 46 x 11 x 4½ and is powered with a Hall-Scott engine. Capt. Kleb is assisted by Arthur Herbert, and is now engaged in catching fluke and sea bass, which are shipped to Fulton Market.

Boston

To Have Fisheries Exhibition and Convention

AN exhibition and convention of the fishing industry will take place at the Hotel Statler, Boston, October 6, 7 and 8, and will be sponsored by the fishing industry of New England. Plans are in progress to make this convention the biggest and best nation-wide fisheries gathering, not only in attendance, but from the viewpoint of exhibits and subjects discussed.

Edward H. Cooley, Manager of the Massachusetts Fisheries Association, has been appointed chairman of the Educational Program Committee. William T. Frary, Public Relations Counsel of Boston and New York, has been engaged to manage the convention. The educational program will include people of national and international importance, and will be arranged to interest and enlighten not only those connected with the industry, but the general public as well.

The chief purpose of this convention is to promote the industry in all its branches in all sections of the country. It is hoped that each branch will take a definite part.

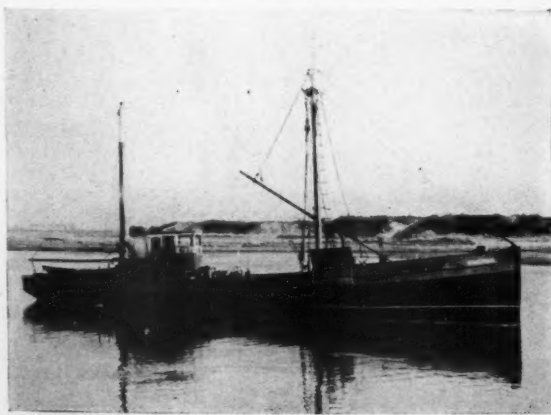
Arrangements have been made for a noted expert to show how markets can be developed in local territories, and each person attending will learn how he can return to his own territory and there, by spending his time and effort, increase the use of the products which he sells, at little or no expense to himself. There will be opportunities, also, during the convention for all people in the fishing and allied industries to discuss their particular problems and to receive gainful information.

Plans are being made for a nationally-known food expert to conduct meetings for the women attending the convention. These meetings will be an important part of the program and will be open to the public and to invited guests.

On the closing morning of the convention, modern trawlers will be in readiness at Boston Fish Pier to take those who care to enjoy a trip on Massachusetts Bay and see how the actual operation of catching New England's ground fish is performed. Breakfast will be served aboard the trawlers, also the chowder for which New England is so famous.

Francis J. O'Hara, President of the Massachusetts Fisheries Association, Inc., is general chairman of arrangements. Other officers of the Association assisting him are John Graham, vice president; John A. Fulham, secretary; William S. Wennerberg, treasurer; Edmund L. Dunn, assistant treasurer.

Further details of the Convention and committees appointed will be announced at a later date. The address of the manager William T. Frary, is 53 Devonshire St., Boston, Mass.



Dragger "Mayflower", owned by Capt. S. Ferrigno, Cambridge, Mass., 71.6 x 13.4 x 6.9, equipped with a 100 hp. 4-cylinder, 4 cycle, 8½ x 12½ Wolverine Diesel.

Boston Fish Pier Landings for June

(Hailing fares. Figure after name indicates number of trips.)

<i>Adventure</i> (1)	81,000	<i>J. M. Marshall</i> (1)	49,000
<i>Alice Hathaway</i> (1)	52,000	<i>Jeanne d'Arc</i> (5)	483,000
<i>Alpar</i> (1)	50,000	<i>Killarney</i> (1)	57,000
<i>American</i> (1)	142,000	<i>Kittiwake</i> (2)	325,000
<i>Amherst</i> (4)	510,000	<i>Lark</i> (1)	80,000
<i>Andover</i> (1)	62,500	<i>Leonora C.</i> (1)	61,000
<i>Annapolis</i> (1) *	150,000	<i>Leretha</i> (3)	171,000
<i>Arlington</i> (3)	467,000	<i>Magellan</i> (1)	55,000
<i>Atlantic</i> (4)	425,000	<i>Maris Stella</i> (3)	423,000
<i>Bettina</i> (3)	193,000	<i>Marjorie Parker</i> (3)	120,000
<i>Bittern</i> (2)	363,500	<i>Mary & Julia</i> (1)	47,000
<i>Boston</i> (2)	124,000	<i>Mary E. O'Hara</i> (1)	32,000
<i>Boston College</i> (4)	393,000	<i>Mary Jane</i> (1)	61,500
<i>Brookline</i> (2)	215,000	<i>Neptune</i> (3)	420,000
<i>Cambridge</i> (2)	165,000	<i>Newton</i> (1)	139,000
<i>Coot</i> (2)	343,000	<i>Notre Dame</i> (5)	421,000
<i>Cormorant</i> (3)	315,000	<i>Olympia</i> (1)	64,000
<i>Cornell</i> (2)	300,000	<i>P. J. O'Hara</i> (1)	163,000
<i>Dartmouth</i> (2)	276,000	<i>Plover</i> (3)	584,000
<i>Dawn</i> (1)	77,000	<i>Plymouth</i> (3)	284,000
<i>Delaware</i> (4)	457,000	<i>Pollyanna</i> (1)	86,000
<i>Dorchester</i> (3)	325,000	<i>Quincy</i> (4)	315,000
<i>Edith C. Rose</i> (1)	33,000	<i>Rainbow</i> (3)	167,000
<i>Edith L. Boudreau</i> (1)	65,500	<i>Rio Douro</i> (2)	104,000
<i>Elk</i> (3)	129,500	<i>Rita B.</i> (3)	202,000
<i>Elvira Gaspar</i> (1)	62,000	<i>Shamrock</i> (2)	171,000
<i>Eunice & Lillian</i> (1)	53,000	<i>Shawmut</i> (2)	161,500
<i>Fabia</i> (3)	444,000	<i>Thomas Whalen</i> (3)	251,000
<i>Fordham</i> (5)	505,000	<i>Trimount</i> (3)	438,000
<i>Frances C. Denehy</i> (4)	320,000	<i>Triton</i> (2)	255,000
<i>Gemma</i> (1)	180,000	<i>Vagabond</i> (1)	74,000
<i>Georgetown</i> (3)	248,000	<i>Valkyrie</i> (1)	70,000
<i>Geraldine & Phyllis</i> (3)	325,000	<i>Vandal</i> (3)	223,800
<i>Gertrude de Costa</i> (1)	60,000	<i>Venture II</i> (3)	233,000
<i>Gertrude Parker</i> (1)	129,000	<i>Villanova</i> (1)	190,000
<i>Gossoon</i> (1)	98,000	<i>Wamsutta</i> (1)	63,000
<i>Grand Marshall</i> (1)	38,000	<i>West Point</i> (3)	657,000
<i>Hekla</i> (1)	77,000	<i>Wm. J. O'Brien</i> (4)	374,000
<i>Helen M.</i> (3)	100,500	<i>Wm. L. Putnam</i> (3)	190,000
<i>Holy Cross</i> (1)	149,000	<i>Winchester</i> (3)	420,000
<i>Illinois</i> (3)	394,000	<i>Winthrop</i> (3)	391,000
<i>Imperator</i> (2)	188,000	<i>Yale</i> (1)	203,000
<i>Isabelle Parker</i> (2)	125,000	<i>Yankee</i> (3)	302,000

International Fisheries Building for 1939 World's Fair

A RCHITECTURAL designs for a Fisheries Building to be erected at a cost of \$250,000 in the food zone of the New York World's Fair 1939 were made public recently by Grover A. Whalen, president of the fair corporation. He said that the building had been planned exclusively for an "associated grouping" of exhibits of commercial, sport and aquarium fish and fisheries.

The interior of the building will be divided into three central exhibit halls. One hall is for marine products of commerce—food fish, articles of use such as pearl shell, coral products, aquatic leathers, sponges, natural and cultural pearls—and fishing gear.

A hall of sports will be provided for the display of the "great outdoors" as related to fish and fishing in salt and fresh waters. A third hall will be for aquaria and aquaria fisheries, showing the habitat of tropical and sub-tropical fish, the manner in which they are taken from their natural element, and the uses and development of aquaria in modern decoration.

On the second floor will be a restaurant and lounge and club rooms. Mr. Whalen said that the special events program would be under the jurisdiction of the International Fisheries Club, now being incorporated.

Vineyard Summer Fishing Starts off Better than Average

By J. C. Allen

SUMMER is abeam and the first day of official Summer hit us full and by in these latitudes with a redhot sun and clear water and sky. If there was a swordfish within a hundred miles of these bearings that didn't have to come up for air, it was a cockeyed miracle and you may lay to that.

To date things have worked rather screwy all around. We have had weather conditions that weren't fit for the devil to be offshore in, cold, windy, thick and squally. In fact we have have more cussed squalls around Marthas Vineyard during one lousy week in June than have been known in an entire year previous, and that goes back to Hoover's administration, too.

But the Summer fish, or at least some of 'em, have struck on early. Allowing for the natural devilment that has struck the markets, things have been going rather better than the average with the main bunch of sea-skimmers in all bearings between four and forty fathoms. The scup came along, running heavy for the most part and running larger than we have known 'em for years. Both traps and hand-liners have obtained a darned good slant at these fish, particularly the hand-liners, who have had the best fishing in years.

Good Luck With Sea Bass

Sea bass hit on schedule too, but the hookers never know whether there are plenty of 'em or not because they seldom have an opportunity to strike them clean. The scup run with them and ball up the works through both watches; still the luck with these lads is reasonably good.

Something Is Wrong

The boys in the traps, as noted, had two or three good cuts at the fish and should, in ordinary circumstances, have done well with their early fishing. Market conditions alone put a serious crimp in things, but all the same, there are certain things noticeable in shoal water; namely, that there is better fishing for almost everything on hard bottom. The talk for and against the otter-trawl may be good, bad or indifferent; it may be right or wrong, but this fact stands out plainly. Our stake traps have to be set on soft bottom. The otter-trawls operate there too. The fishing on such bottom isn't worth a cuss nine days out of ten, and on the nearby ledges where you couldn't drive a railroad spike, nor drag anything unless it had wheels on it, there are the fish. Now what's the answer? Let some other lad say it!

This same condition effects the lobsters. The season started out pretty fair, and even now, there is nothing in conditions to indicate poor going during the months to come. There were more ledge lobsters during the past month than the boys struck a year ago. But the run of very large lobsters hasn't occurred in years and the schools that formerly ran all over the sand bottom do not visit us. There is a bright spot in the set-up, however. Last season the mussels grew as they haven't grown for years. Whatever lobsters live on elsewhere, they live on mussels here and it was traditional in years gone by that a pot wouldn't fish on a hogbed simply because the lobsters preferred mussels to any bait used. In recent years the mussels died until there were practically none left, until last year when they came back strong. Now, it appears, as viewed by the old-timers, the lobsters have a chance to live and grow in local waters.

Otter-Trawling

Otter-trawling, particularly in small boats, let go with all the splash and flurry of a bagful of dogfish dropped into the hold. One day things were going strong, right up among the grass-roots. Summer flukes struck weeks ahead of schedule and Capt'n Dan Larsen made a whale of a haul in Menemsha Bight. But the weather soured and went cold, the fish

moved, and for a couple of weeks our small-boat fleet had to haul out for bolder water. There they got plenty of flounders, and good ones, but the flukes had a chill or something and probably have waited for Summer to break before coming in again on the coast.

Exceptional Run of Striped Bass

Striped bass have been running as they haven't run for half a century, and at the time this report was penned, they were still running just the same. Plenty of 'em, and a good, marketable size, not too big or too small. It is a situation that warms the cockles of the heart, especially the hearts of some of the small-geared lads who run around small schools of these fish with toy purse-seines and collect a dollar or better apiece for the fish.

Southern New England

New London, Conn.

DONALD M. DuMont, President of DuMont Marine Service, reports a very busy season. This company is one of the most outstanding and complete ship chandlery establishments on the entire East coast. Everything needed for building, overhauling and repairing is always on hand, and with the Banfield Sea Skiff used for taxi service, no matter what you want, it will be delivered to you without having to tie up at the wharf.

This firm handles Chrysler and Kermath marine engines, International paint, Exide and Eveready batteries, International Flare-Signals, Kelvin-White compasses, Lux fire extinguishers, and New Bedford cordage.

Mystic

Franklin G. Post & Son, Inc., have just delivered to the State of Connecticut a 50 ft. yawl.

The Orrin H. Sanford Co. are now handling a full line of clothes for fishermen and also the usual stock of marine hardware and paints.

Capt. A. J. Morrison, the well known boat builder, is busy on a special boat being built at the Dunham yards. She will be 45 x 12 x 4.

Providence, R. I.

The Lee Distributing Co., makers of the Durable Products, are now exploiting and introducing a new boat polish called "La Lustra," and Wm. McElroy, the manager, claims it to be in popular demand.

D. L. Matthewson, manager of the Providence store for the J. T. O'Connell Co., wants all his yachting friends to know that the Providence store is equipped to outfit anything from a dory to an ocean liner. Many new lines have been added recently.

Capt. Peter Bak has just completed his new cruiser, which will be used as a charter fishing boat from one of the yacht club basins this season.

Wickford

Capt. Paul Smith is building a new lobster boat 33 x 10 x 4. Capt. Smith is one of the largest lobster dealers on these shores, and ships to Fulton Market.

Galilee

Capt. Vars, formerly sailing from Gloucester, is now owner of the *Reliance*, which he uses for commercial and party boat work from Walt Gitthens Pier.

The *Reliance*, built after Capt. Vars' own idea of what a good boat should be, is 36 x 13 x 5 and powered with a Palmer engine, making 10 knots.

This spot is rapidly coming to the fore and is one of the outstanding fishing grounds of the coast. Many old-time fishing captains are located here, working from Gitthens Pier. Among them, and one of the most popular, is Capt. Frank Allen, the well-known retired skipper of the Emerson Co. His party boat *Sally* is in much demand.

Capt. Charles F. Whaley is now operating from this spot and reports good catches from the Block Island district. The Captain ships to Fulton Market.

Maryland

Fishermen Doing Well On Croakers and Menhaden

By Edward Bowdoin

CAPT. Dulaney Hilton of Saxis Island, Va., made some large catches of croakers in June with a crew of four men, using a haul seine. One day they caught 1500 boxes (about 100 pounds to the box), the following day 500 boxes that sold in the Crisfield market for \$1.50 a box.

During the last week of June croakers sold for \$4.50 a box, an extra high price for that specie of fish. Croakers are the only fish that seem to increase from year to year in Chesapeake Bay and its tributaries.

The croaker is a solid fish and stand shipping well and is a good edible fish. A few years back this specie was despised and was only a nuisance to the fisherman, while the Annapomsex River, on which Crisfield is located, was full of dead croakers, shoveled overboard by the fishermen, there being no sale for them. Today the croaker is the salvation of the fisherman.

The menhaden fishing season on the Chesapeake Bay and its tributaries is rapidly yielding a demand for men to work in factories and aboard fishing vessels. A number of men were dispatched last month to factories at Reedville, Va., by Myer Saperstein, a dealer of East Pratt Street, Baltimore.

Normally the peak is reached about June 1, but the cool and rainy weather during late May delayed the season. But during suspended operations the bay workboats were engaged in the transplanting of seed oysters from upper bay areas and the planting of shells on rocks in the bay and tributaries.

As catches are made and the plants start grinding menhaden the products will be moved to fertilizer and chemical factories in this city and other points in Maryland, Virginia, and nearby states.

Ocean City Rapidly Progressing

Ocean City, Md., is making more new advances in the seafood business. The first crabmeat packing plant has opened and is now doing business. Experienced help was secured from Crisfield to teach pickers and cooks how to prepare the meat and also how to pack the goods for shipment.

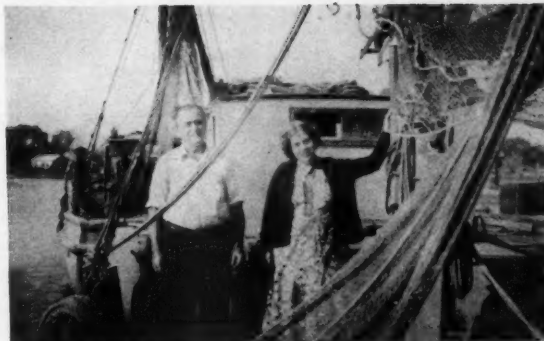
The business men of Ocean City are extending every effort to make this port a great seafood shipping point. More oyster grounds have been taken up and small oysters planted.

Last season was the first time a large shipment of oysters has been made from Ocean City but the coming season will see a great increase in the oyster production in the Sinepuxent Bay, adjacent to Ocean City.

This port has always been a large pound fish point and several firms have been engaged in this method of fish and are still carrying on during summer months.



Ship chandlery of J. T. Tawes and Bro., Crisfield, Md. The gentleman behind the counter is M. Dana Tawes, manager; in front is Capt. Walter Catlin. Among the merchandise handled are Eveready batteries, Linen Thread products and Plymouth rope.



Capt. and Mrs. George Cocoris aboard one of the Captain's shrimp boats at St. Augustine, Fla. Photo by F. D. Pettit of the Pettit Paint Co.

Gulf Coast Fishermen's Union Fixes Shrimp Prices

MEMBERS of the Morgan City unit of the Gulf Coast Seafoods Producers and Trappers Assoc., Inc., met on June 24 and decided to change the price at which shrimp have been sold since June 15.

Prior to June 15 the prevailing price, as endorsed by the union, was \$10.50. On that date a meeting of the members of the organization agreed to reduce the price to \$9.00. And on the 24th of June the price was again set at \$10.50 per barrel of 125 lbs.

The members also voted a price of 1¼¢ per lb. for crabs sold the packers, an increase of ¼¢ over the price which has been in effect up to June 24.

Shrimp Bill Indefinitely Postponed

A bill introduced in the House of Representatives in Louisiana last month to fix a license of \$1500 on non-resident boats not owned 100 percent by Louisiana citizens who have not been residents of the State for two years was killed on June 30 by being indefinitely postponed in the Senate.

The bill was introduced as a result of the alarm felt by shrimp packers and producers over the growth of the headless shrimp business which has developed in St. Mary Parish during the past two years.

Secures Aid for Seafood Packers

Miss Cary Goodman of Biloxi returned from Washington on June 17, where she had been in the interests of Southern Seafood canning plants, and announced that the Government had bought approximately \$77,000 worth of canned shrimp and oysters, this amount to be equally distributed to packers.



Shrimp boat "Natal", owned by John Mendes and Joe Santos, Brunswick, Ga., 45 ft. long and powered with a Superior MRA-6-S, 6-cylinder, 100 hp. engine with 2:1 reduction gear turning a 32 x 19 propeller.



The Lopes Fish & Shrimp Company's shrimp trawling fleet coming into the basin at Adger's Wharf, Charleston, S.C., after a day's trawling.

Charleston, S. C., Shrimp Fleet

EIGHTEEN shrimp boats are in operation out of Charleston, ten of these being the fleet of the Lopes Fish & Shrimp Company of Brunswick, Ga., which came in here about the middle of May. Catches are averaging from 200 to 300 pounds a day per boat, though in the Fall they are expected to reach between 800 and 1,000 pounds a day, according to J. T. Lopes.

With three men on each boat, the Lopes fleet employs thirty men on the boats. When the catch is good, approximately fifty people are employed each night taking the heads from the shrimp. When the catch is small the heads are removed by the crew while the boat is coming in.

In addition to its boats, about half of which are owned outright by the company and the others operated on agreement, the company operates two refrigerator trucks, shipping shrimp to Baltimore, Philadelphia and New York. Fancy shrimp were bringing about fifteen cents a pound, f.o.b. New York, the early part of June.

Shrimping within the three-mile limit in South Carolina is prohibited by the South Carolina State Board of Fisheries between March 1 and July 1, but Lopes says his fleet never fishes within the limit because the shrimp caught close inshore are smaller and the Northern markets will not take them.

When the shrimp leave South Carolina waters, usually in November, the Lopes fleet returns to Mayport, Fla.

Virginia Fishermen and Dealers

A LARGE group of Mathews fishermen gathered on June 18 to listen to several Hampton Roads fish dealers discuss ways and means of improving conditions through co-operation. The discussion for the dealers was led by Sol Fass of Portsmouth and I. T. Ballard of Norfolk.

The fishermen were asked by the dealers to discontinue the practice of selling fish direct to trucks. The dealers maintained that this practice resulted in lower prices for the fishermen, in the long run. The fishermen present thought well of this suggestion and agreed to sell only to the wholesale buyers.

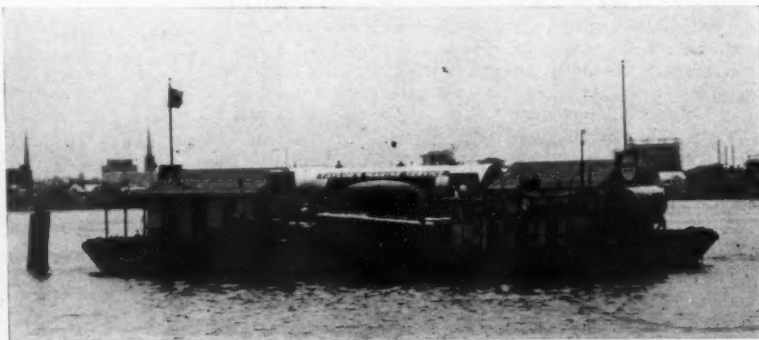
The fishermen declined to accept a proposition made by the dealers that they take one-half cent a pound for fish when the supply was more than the market could absorb, and decided to stick to their minimum of 1 cent set several years ago.

Fishermen said the meeting resulted in a better understanding between producers and wholesale dealers, and expressed the opinion that good results might be expected.

Increase Reported in Oyster Drills

Recent examination of oyster beds in the lower York River by Dr. Walter A. Chipman, Jr., director of the Yorktown laboratory of the U. S. Bureau of Fisheries, has disclosed the fact that the egg cases of the small snails known to the oystermen as drills or screw borers are unusually abundant in this area.

The E. L. Taylor barge at Norfolk, Va. Taylor's Marine Service, in addition to a complete line of Essomarine fuels and lubricants, includes fresh water, mail service, lighterage service, and is a 24-hour day station. The business is operated by E. L. Taylor who has handled Esso products for something over 25 years. His attractive barge is a familiar landmark.



Yard of Francis Brander at Biloxi. Two of the boats under construction are for Texas Fisheries of Galveston, one for W. L. Freeman of Lake Charles, La., and the other for Marco Murkovich of Cameron, La. The two for Texas Fisheries are 50 ft. long and will have 100 hp. Superior Diesel engines. The one for Mr. Freeman will have a 65 hp. Caterpillar, and the one for Mr. Murkovich, a 65 hp. Lathrop.

Maine

Lobster Propagation Starts As Fourth Stage Young are Dumped

LOBSTER propagation in York County waters was started by the Sea and Shore Fisheries last month. To two old-time fishermen, Charles Averill, 77, of Cape Porpoise and George W. Hatch, 73, Wells Beach, Commissioner Greenleaf gave the honor of dumping the first batch of fourth stage young ever released along that section of the coast.

Greenleaf stated that the several thousand released were the first turned out at the Federal Hatchery at Boothbay Harbor this season and that his department would continue the work for several more weeks. He said that more would go into York County waters as well as every section of the coast.

Large Halibut Catches

James Kent of South Addison has been making large halibut catches about Tibbetts and Jackson's Ledges. One was 6½ ft.

Charles Gamage of New Harbor caught a 216 pound halibut, which is the largest one taken in that vicinity in some time.

Survey of Shrimp Beds Started

Completed plans for a survey of prospective Summer shrimp beds along the Maine coast, starting on July 1st for several weeks, have been announced by Commissioner Greenleaf. He said that he had engaged the boats and services of Carl Reed of Owls Head and Richard Little of Bristol, with Wm. C. Harrington, U. S. Bureau of Fisheries expert, as advisor.

The boats, outfitted with the latest shrimp fishing equipment, will cover the entire coast. The survey will include bays, harbors and offshore waters. It is planned to find out just where the shrimp are in warm weather and to trace their movements. Establishing a year-round fishery is hoped for.

Trade-Marked Lobster Shippers

Under date of June 21 Commissioner Arthur R. Greenleaf of the Maine Department of Sea & Shore Fisheries announced that the following shippers had been licensed to use the official State of Maine trade-mark to identify their shipments of genuine State of Maine lobsters: American Lobster Co., Rockland; R. K. Barter, Stonington; Feyler's, Inc., Rockland; Raymond Fish, Boothbay Harbor; Fred B. Higgins Co., Boothbay Harbor; Forest Hooper, Port Clyde; Harold W. Look, Rockland; Maine Seafood, Inc., Portland; Poole's Market, Boothbay Harbor; Portland Fish Co., Portland; Albert Royal, East Boothbay; Rackliff & Witham, Rockland; Shackford & Gooch; Kennebunkport; Fred R. Snow Canning Co., Pine Point; N. F. Trefethen Co., Portland; Willard-Daggett Co., Portland; and B. T. Zahn, Medomak.

Tagging Haddock as Conservation Measure

Haddock are showing an alarming decrease off the coast of Maine and the U. S. Bureau of Fisheries in co-operation with the Department of Sea and Shore Fisheries is making an effort to find the reason why.

Believing that knowledge of the movements of haddock will do much to help solve the puzzle, fisheries officials are catching, tagging and then releasing a large number of them. Chief Biologist Wm. C. Harrington of Washington, D. C., who is supervising the work, said that his men had started in the Penobscot Bay section and would work both east and west.

To fishermen who catch and report tagged fish a reward of double the market price is offered. Harrington stressed the necessity of co-operation on the part of the fishermen and said that haddock tagged in one section and reported in another would do much to help out in a conservation program.

Vinalhaven

Forrest Maker of Vinalhaven is building a 31 ft. fishing boat for Philip Bennett of Vinalhaven. He recently completed a boat for Ivan Philbrook of Matinicus and one for Dr. Fritz Talbot of Boston, powered with a Palmer Pal.

To Freeze 2,000,000 Lbs. Mackerel

John Kelley, President of the Boothbay Harbor Fish & Cold Storage Co., is planning on freezing 2,000,000 pounds of mack-

Gloucester

Celebrates the Annual St. Peter's Fiesta

THE annual St. Peter's Italian Fiesta, one of the outstanding events in Gloucester, was held on July 9, 10 and 11 and was enjoyed by thousands of residents and summer visitors.

The committee started work on decorating Commercial Street and adjacent avenues early this month and thousands of lights were strung from gaily-colored poles and trellises throughout the area, centering on the chapel facade at the head of Commercial Street, where the 600-pound statue of St. Peter was placed.

The religious procession, starting late Sunday forenoon, July 10, with the statue borne on the shoulders of husky fishermen to St. Ann's Catholic Church, to be blessed, was a feature of the celebration.

The observance opened Saturday afternoon, July 9th, with a parade and daylight fireworks and speeches from the twin band stands, followed by music for the rest of the day and evening. Water sports were featured Sunday afternoon and Monday, with fireworks Monday night completing the round of activities.

The committee consisted of Capt. Ben. Curcuro, chairman; Capt. Peter Favazza and Capt. Leo Linquata.

First Swordfish Trip

Gloucester had her first swordfish trip of the season on June 17 when the *Annie and Mary*, Capt. Lemuel Barnes, arrived at the Producers Fish Co. with 35 fish. Capt. Barnes was offered 30c a pound at Boston, a drop of 5½c from the price paid the day before, but he decided to come to Gloucester, hoping to get a better price.

New Dragger Building

Early this month Jacob Story laid the keel for a 70 ft. dragger for John Bruno, a Boston business man.

The dragger will be 16½ ft. wide and 8 ft. deep and will be powered with a 135 hp. Atlas Imperial Diesel engine. She is to be ready for launch about the first of October and will leave shortly afterward for the South to drag there the rest of the winter.

To Engage in Tuna Fishing

The seiner *Santa Maria*, Capt. Peter Mercurio, hauled out of mackerel seining on June 30 to change over to tuna fishing. She was the first seiner last season to go tuna fishing, and in fact the first Eastern boat ever to try this business on a commercial scale.

The *Santa Maria* has a new seine boat, especially built for tuna fishing, and measuring two feet longer than the mackerel type. She left here the fifth of July.

McEwen, Lieut.-Commander

L. C. McEwen, District Manager of The Cooper-Bessemer Corp., has been commissioned a Lieutenant-Commander in the U. S. Naval Reserve.

erel this season. He has a new salt fish department and is packing and shipping 10 and 20 pound boxes, in addition to his large fresh fish business.

Items from Along the Coast

Large schools of tuna have been reported off Seguin by Captains Henry Alexander, Sebasco and Mose Wallace, Portland. Warden Joseph Wallace predicts an early tuna season.

About 20 large sea salmon have been caught in floating fish pounds at Bald Head, Small Point and Eastern Cow in Harpswell Bay.

A large run of small herring at Friendship was reported by Warden Fred A. McGlaughlin.

James Seavey has built a new fish weir at the entrance of Pleasant Point near Friendship.

Plummer Leaman, Elden Morton and Cortland Brackett, all of New Harbor, have been seining good trips of mackerel.

Norman Bridges of Corea has just launched a new 38 ft. Jonsport model boat.

New York Wholesale Prices at Fulton Fish Market

	June 1-4	June 6-11	June 13-18	June 20-25	June 27-30
Alewives	.01-.02	.01-.02	.01-.01	.. ..	.01-.02
Bluefish	.12½-.38	.10-.35	.10-.28	.12-.35	.06-.40
Bonito	.04½-.07	.05-.09	.04-.06	.02½-.05	.02½-.10
Butterfish	.01-.07	.01½-.06½	.02-.08	.02-.06½	.04-.08
Carp	.05½-.06	.04-.06	.. ..	.. ..	.04-.06
Codfish,					
mkt.	.03½-.05	.02-.05½	.03-.06	.02½-.06	.01½-.04
Codfish, stk	.05-.10	.04-.08	.04-.07	.04-.07	.03-.05
Croakers	.02½-.05	.02-.05	.04½-.07	.02½-.04½	.01½-.03½
Dabs	.04-.07	.03-.06	.04-.08	.02-.08	.03½-.10
Eels	.05-.15	.03-.18	.02-.18	.02-.16	.03-.18
Flounders	.01-.10	.01-.06	.02-.08	.01-.12½	.03-.12½
Fluke	.12-.16	.05-.16	.08-.15	.03-.15	.04-.15
Haddock	.04-.06	.02-.06	.02½-.05	.01-.05	.01½-.05
Hake	.04-.04½	.04-.04	.03-.05	.02-.04	.01½-.03
Halibut	.10-.13	.10-.16	.14-.17	.10-.16	.10-.12
Kingfish	.01-.10	.02-.10	.02-.12½	.01½-.12	.02-.12½
Mackerel	.03-.07½	.03½-.07½	.03-.04½	.01½-.06	.01½-.06
Pollock	.03-.04½	.01½-.04	.02-.05	.02-.05	.01-.02½
Salmon, P.	.14-.18	.12½-.19	.23-.29	.15-.20	.16-.25
Salmon, A.	.16-.22	.. ..	.22-.25	.. ..	.. ..
Scup	.01-.05	.01-.04	.01½-.04	.01-.04	.02-.04
Sea Bass	.02-.15	.02-.15	.02-.14	.02½-.12	.03-.18
Sea Trout	.07-.17	.10-.20	.08-.17	.07-.20	.10-.28
Shad	.02-.14	.02-.10	.01-.08	.. ..	.. ..
R. Snapper	.12-.14	.10-.12½	.10-.14	.. ..	.. ..
Sole, grey	.05-.08	.03-.07	.04-.08	.05-.09	.06-.10
Sole, lemon	.07-.10	.04-.06	.05-.09	.06-.10	.07-.12½
Striped Bass	.20-.22	.16-.25	.18-.25	.20-.23	.15-.22
Swordfish	.. ..	.. ..	.40-.45	.35-.40	.45-.50
Tautog	.03-.05	.03-.05	.04-.05	.03-.05	.05-.05
Tilefish	.. ..	.05-.06	.. ..	.05-.06	.06-.07
Whiting	.04-.05	.01-.02	.01-.03	.00½-.02	.02-.03
Clams, hd	1.25-2.50	1.00-2.25	1.00-2.25	1.00-2.25	1.00-2.50
Clams, s't	1.50-2.00	1.00-2.00	1.25-2.00	.75-1.75	1.25-2.00
Conchs	1.75-2.25	1.25-1.75	1.00-1.50	.50-1.75	1.00-1.50
Crabs, hd	1.00-2.50	.75-1.75	1.00-1.75	1.00-2.00	1.00-2.00
Crabs, s't	.25-1.50	.25-1.75	.25-1.50	.20-1.25	.15-1.50
Crab meat	.35-.50	.30-.85	.25-.80	.30-.65	.25-.50
Lobsters	.25-.28	.22-.26	.22-.29	.21-.29	.23-.38
Mussels	.50-.75	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, bay	.. ..	.. ..	.. ..	.. ..	1.25-1.50
Sc'lops, sea	.80-1.00	.80-1.25	.90-1.00	.80-1.00	.85-1.10
Shrimp	.10-.18	.11-.20	.12½-.23	.12-.18	.16-.20
Squid	.01-.03	.01-.03	.01-.01½	.01-.03	.04-.07

Fulton Market News

The Flagg Fish Co., affiliated with the McDonald Fish Co., has made several improvements and installed new refrigeration equipment and are now prepared to handle larger shipments. Fred Lansburg is President and Jerome Kislip Treasurer.

The Berman Fish Co. has moved to larger quarters, have augmented their force and are having an unusually good season on scallops, crabs and shrimp.

Middleton & Carman, one of the oldest business houses of its kind, are still among the leaders, supplying hotel, restaurant and banquet trade, catering to the more famous hotels in and around metropolitan New York. They are also shipping to mountain and resort hotels.

Roosevelt Fish Co., of 37 Peck Slip, are surely keeping pace with their slogan "Going Ahead with the Times" and as they are one of the foremost handlers of fresh water fish, catering to the New York trade, their products are moving rapidly.

Wisconsin Green Bay Fishermen Form Protective Union

THE Green Bay Fishermen's Protective Union was organized June 18 at Suamico and has made application for a charter with the American Federation of Labor. Officers of the new organization are George Lince, President; Raymond Tuttle, Secretary, and Elmer Maraue, Financial Secretary. All are from Suamico.

The Union will attempt to organize all commercial fishermen along both shores of Green Bay, it was stated.

New Fish Company Formed

Articles of incorporation have been filed at Port Washington by the Port Fish Co., to engage in the catching of fish. Incorporators are Oliver H. Smith, Harry Klein and Joseph Morauski.

Advisory Committee Named

Commercial fishermen of Ashland County meeting June 10 in Ashland named an advisory committee to work with similar bodies from Bayfield and Douglas Counties in promulgating rules and regulations for commercial fishing as follows:

Arthur Kron, chairman, August Wick and Matt Tigen, and William and John Hagen as alternates. All are of La Pointe. The group went on record favoring legislation which would require boat owners of the Chequamegon Bay region to take out licenses as required by commercial fishermen where such owners take out trolling parties for lake trout.

The group also went on record favoring the use of a flexible rule for the measurement of gill nets, a minimum size of two and one-half inches for gill nets in catching long jaws; the size of nets for catching herring, lake trout and whitefish to remain at not less than four and one-half inches, and a minimum size of 15 inches for lake trout and the same minimum size for whitefish.

At a similar meeting at Bayfield the same night, committee members named are Ulric Frostman, Washburn; Emery Jones, Cornucopia, and Eskel Hokenson, Bayfield. Alternates are: Evar Bodin, Bayfield, and Ernest Biddle, Cornucopia.

Fisheries of the Lake States

According to the latest figures available, the yield of the commercial fisheries of the Lake States, including the international lakes of Northern Minnesota, during 1936, amounted to 94,277,000 pounds, valued at \$6,389,000. This is an increase of 4 percent in volume and 7 per cent in value as compared with the catch in the previous year.

Based on the value to the fishermen, lake trout, with a production of 9,406,000 pounds, valued at \$1,394,000 was the most important product. Following in order were blue pike, 19,936,000 pounds, valued at \$1,197,000; chubs, 6,365,000 pounds, valued at \$778,000; whitefish, 4,298,000 pounds, valued at \$778,000; lake herring, 20,758,000 pounds, valued at \$573,000; yellow pike, 5,232,000 pounds, valued at \$555,000, and yellow perch, 5,957,000 pounds, valued at \$421,000.

These fisheries gave employment to 8,462 persons in 1936. They consisted of 5,632 fishermen, 2,825 persons in wholesale and manufacturing establishments, and 14 on transporting craft.

The Eastern Commission Co., under the management of Michael Liebl, report an unusually good trade. They feature Maine lobsters, fish and shellfish products.

Jerry Rosenberg is one of the youngest to be making good at Fulton market. He is the New York representative for Bluepoints Co. and reports he had a very busy season.

The Universal Fish Co., under the management of Bill Smith, are about to get larger quarters. This company has only been at Fulton Market for about a year and have been doing exceptionally well.

How Good Skippers avoid **T**rouble at sea . . .

Disabled Ship Repaired at Sea

The Coast Guard sent two cutters to the aid of a fishing vessel in distress yesterday afternoon, but called them back after the request for aid was withdrawn. The vessel had been sighted southwest of Nantucket Lightship, flying the American flag upside down. Her engines were disabled, but a later report said they had been repaired.

THIS newspaper clipping tells a story with a happy ending. But all such stories don't have happy endings, as every skipper knows. Engine trouble at sea is grim business. Often it's due to nothing but improper fuel or faulty lubrication.

To avoid these sources of trouble, hundreds of commercial fishermen up and down the coast use one simple precaution—they stop at the Essomarine sign. This is especially true of the leading

skippers, the men with reputations for success, the men who own really able craft and know how to take care of them.

They know their engines will deliver speedy, powerful, reliable performance when fuel and lubricants come from the Essomarine sign. They know they can depend on products of the world's leading oil organization.

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada).

DIRECT INQUIRIES TO ESSOMARINE, 26 BROADWAY, NEW YORK CITY



Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
Cooper-Bessemer Corp., Mount Vernon, O.
Electric Boat Co., Groton, Conn.
*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.

*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

*Pettit Paint Co., Belleville, N. J.
Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonsom, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

Central Railway Signal Co., Inc., 272 Center St., Newton, Mass.
International Flare-Signal Co., Tipppecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.
*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

*Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

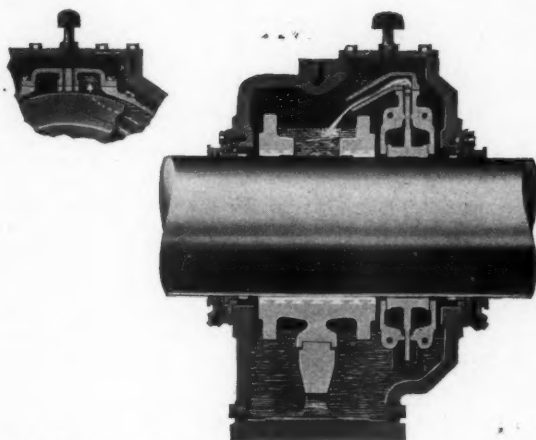
Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.



Kingsbury Propeller Shaft Bearing; vertical section and detail of impeller casing.

Kingsbury Propeller Shaft Bearing

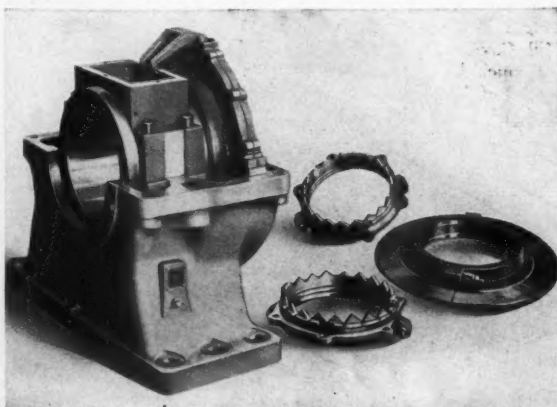
THE Kingsbury Propeller Shaft Bearing is a completely independent unit, requiring no connection to an oil circulating system, and no attention except occasionally to see that the oil level in the reservoir is maintained. It ordinarily runs air-cooled.

A rapid internal circulation of oil is maintained, with no moving parts other than a bronze disc attached to the shaft. The bearing is constantly flooded with the oil while running.

The bearing shell is self-adjusting to slight variations in shaft alignment. It is designed for complete separation of the working surfaces by the oil film, and hence for an indefinite freedom from wear. The friction is only that due to oil shear, which is very low.

The bronze pumping disc is split, and is spring-clamped on the shaft without a key. It runs inside a split casing, which is open to the oil bath at the bottom. The upper portion of the casing is formed into two shallow grooves, one on each side of the disc. Oil picked up by the disc is carried into these grooves, filling them. At the top, the grooves end in a dam, which forces the oil upward into a spout discharging to the pocket in the bearing sleeve. The faster the shaft turns, the more oil is delivered to the bearing.

The end closures are a combination of "crown ring," originated by Kingsbury, and "comb." The crown ring repels nearly all the oil reaching it from inside, retaining only enough for its own lubrication. Though held against turning, it can follow the shaft radially. The comb is used mainly to prevent water and dirt from entering the bearing.



Kingsbury Propeller Shaft Bearing, with pumping disc and end closures removed.

Cape Cod Trap Caught Whiting

... Is a merchandising natural. The Whiting comes from the deep cold waters of the Atlantic off Cape Cod in historic Massachusetts Bay.

... The fish are captured in off shore traps, transported to nearby plants in fast boats and are processed within two hours after leaving the ocean. This brings the consumer the freshest fish produced in America.

... Cape Cod Whiting in its various forms will find ready favor with your customers. Retailers and consumers alike will readily recognize the outstanding quality and advantages of this splendid product. It is a goodwill builder with the consumer and a profit maker for you and your customers.

**FILLETS • DRESSED AND SKINNED
HEADED AND GUTTED • ROUND FISH**

Atlantic Coast Fisheries Corp.

of New York

4 Fish Pier

Boston, Mass.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.

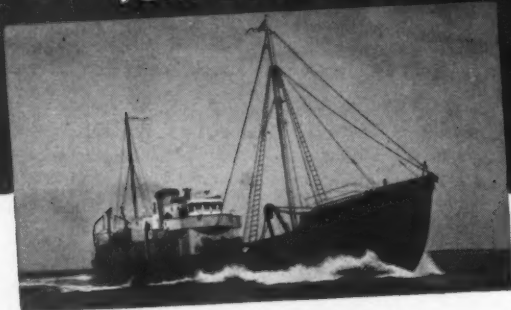
NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Cape Cod Fish Co., Inc., 101 Fulton Market.
Chesbro Bros. & Robbins, 1-2-3 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

4 MORE F-M DIESELS JOIN BOOTH FLEET



Propulsion and Auxiliary Power for New Trawler, DELAWARE, Furnished by F-M Diesels and Motors

● Seven years of highly satisfactory performance by Fairbanks-Morse Diesels in their *Maine* and *Illinois*—that's why the Booth Fisheries Corporation selected Fairbanks-Morse Diesels for their new trawler, the *Delaware*, one of the finest in the Atlantic.

A Fairbanks-Morse Model 37, 640-hp. Marine Diesel enables the *Delaware* to do between 12 and 13 knots easily. Auxiliary power is supplied by one 120-hp. and two 40-hp. F-M Diesels and seven F-M Motors.

F-M Marine Diesels are *marine* engines, from the bedplate up. F-M Diesels for auxiliary service are designed for specific jobs. You do not have to buy a compromise engine.

See what Fairbanks-Morse offers for your craft. Consult "Diesel Headquarters" first. Write for Bulletin 3700-6, Fairbanks, Morse & Co., General Offices: Chicago. New York—Boston—Baltimore—New Orleans—Jacksonville—Dallas—Los Angeles—San Francisco—Portland, Oregon—Seattle. Branches with service stations in principal ports.

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DIESEL ENGINES	REFRIGERATORS		Diesels
PUMPS	WASHERS		
ELECTRICAL MACHINERY	FARM EQUIPMENT		
FAIRBANKS SCALERS	STOKERS		
RAILROAD EQUIPMENT	AIR CONDITIONERS		
WATER SYSTEMS			

New Brunswick Sees Good Prospects For Summer Sardine Season

By C. A. Dixon

PROSPECTS for a good Summer school of sardine herring looms in the offing as the month of July advances. Reports from many sources of information in fishing communities in Southern New Brunswick and Eastern Maine state that herring in abundance are now showing up in or near the Quoddy region, and already weirs at Campobello and other places have caught the advance legions of the finny tribe.

At points along the mainland shore of Charlotte County from Bliss' Island to Mace's Bay some of the weir owners have already made an excellent showing. The Thompson weir located at Deadman's Harbor had "stocked" \$8,000 long before June ended, and other weirs not far removed from the same region have been close runners-up. Weirs along the Perry, Me., shore caught some fish during June, also, and some fish were taken in the St. Andrew's Bay region, and along the Mascarene shore.

Toward the latter part of June more sardine factories were made ready to take fish at Eastport and Lubec. The plant of the Holmes Packing Co. in Eastport was opened and boats were sent out in search of sardines around the 20th of the month. It is expected that all the Eastern Maine factories will be operated steadily the remainder of the season.

Fishermen have also derived a limited income from the sale of herring scales to Maine pearl essence plants. There is a keen demand for herring scales and with the advent of a good school of fish the opportunity for the scalers to make good money this year is of the best.

Pollock More Plentiful

Pollock throughout the Quoddy fishing centers were slow in making their appearance this year and it was not until the latter part of June that any fish to amount to anything were caught. Seiners got some pollock at Casco Bay Eddy and other places in Quoddy River, but the handliners did very little during the month, although a better fishing was enjoyed at L'Etete. At the time of writing, however, things look better in regard to the pollock fishery, as fish are reported to be more plentiful. There is an excellent market for the fish, cured for the export trade, it is claimed, and fishermen are assured of an adequate market for their catches throughout the season, no matter how plentiful the fish may become during the Summer and Fall months. Production cannot catch up with the demand, dealers state.

Smoked Herring Industry Active

Toward the latter part of June stringing herring were caught in some of the weirs at Campobello, particularly at Mill Cove. Signs of herring suitable for smoking purposes are much better than they were a while ago, and with the stocks of last year's smoked herring pack becoming rapidly depleted, there should be much activity all along the line should a good school of fish appear this Summer.

Some Good in Dogfish

Hake struck in the Bay of Fundy three weeks earlier than the usual time for such fish to appear. Campobello trawlers got fairly good fishing early in June, but news of the movements of dogfish from Western areas to Eastern waters does not set well on the stomachs of the fishermen who visualize a surprise onslaught from the wolves of the sea at any moment. While dogfish spell trouble for line and trawl fishermen, herring fishermen see in the pests some good, in that they doubtless will round up the herring schools now scattered over a large area in the outside waters of the Bay, and will drive them inshore to contact the weir fishing section of the coast.

Lunenburg

Schooner "E. F. Zwicker"

Lands Record Fresh Fish Catch

By H. R. Arenburg

SCHOONER *E. F. Zwicker*, Captain William Deal, landed the largest catch of fresh fish at the plant of the National Fish Company, Halifax, which has ever been landed by a north Atlantic fresh fisherman. The catch was in excess of 220,000 pounds and was taken in three days on a little frequented part of the St. Pierre Bank. There were no trawlers about. No scientific explanation was forthcoming to explain the unprecedented abundance of the cod and haddock. That there were two or three large schools, perhaps more, moving and they just happened to congregate on the same feeding grounds was the most reasonable explanation.

A Most Successful Schooner

Reports from the auxiliary fishing schooner *Ronald George*, in command of Captain Daniel Romkey, which left on a salt fishing trip early in the month, gives promise of a good trip for the summer season. The schooner was reported at Newfoundland, where she went for bait and salt, with 600 quintals already in her hold. These fish were all taken on one baiting. The schooner proceeded again to the Banks. Previous to her sailing for the Grand Banks, the *Ronald George* was engaged in the halibut fisheries for six weeks and had a very successful season. This schooner operates throughout the entire year.

Results of Spring Trip

The fishing fleet have returned from the spring trip and have fitted out again and proceeded to the Grand Banks off Newfoundland, where they will spend the summer season. On the spring trip, the total landings of the fleet were 24,950 quintals. The fares of the various schooners of the fleet were:

Schooner and Master	Quintals
<i>Mavis Barbara</i> , Henry Creaser.....	1900
<i>Howard Donald</i> , Guy Tanner.....	1800
<i>Pasadena II</i> , Cecil Walters.....	1600
<i>Marguerite Tanner</i> , Angus Tanner.....	1500
<i>Marshal Frank</i> , Frank Risser.....	1400
<i>Harriet and Vivian</i> , Frank Meisner.....	1400
<i>J. H. MacKay</i> , Moyle Crouse.....	1400
<i>Halongian</i> , George Himmelman.....	1300
<i>C. J. Morrow</i> , Abram Cook.....	1200
<i>Ocean Maid</i> , A. Parks.....	1200
<i>Mary Hirtle</i> , Edward Cleveland.....	1100
<i>Sir Ernest Petter</i> , Napean Crouse.....	1100
<i>Robert J. Knickle</i> , Clarence Knickle.....	1100
<i>Bluenose</i> , Angus Walters.....	1000
<i>C. A. Anderson</i> , C. Mosher.....	1000
<i>Pan American</i> , E. Creaser.....	900
<i>Delawana II</i> , Fred Deal.....	750
<i>Beatrice Beck</i> , A. Corkum.....	700
<i>Mable and Dorothy</i> , Foster Lohnes.....	700
<i>Progressive II</i> , Carmen Knock.....	700
<i>A. W. Chisholm</i> , H. Wamback.....	700
<i>Isabel Corkum</i> , Eric Corkum.....	500

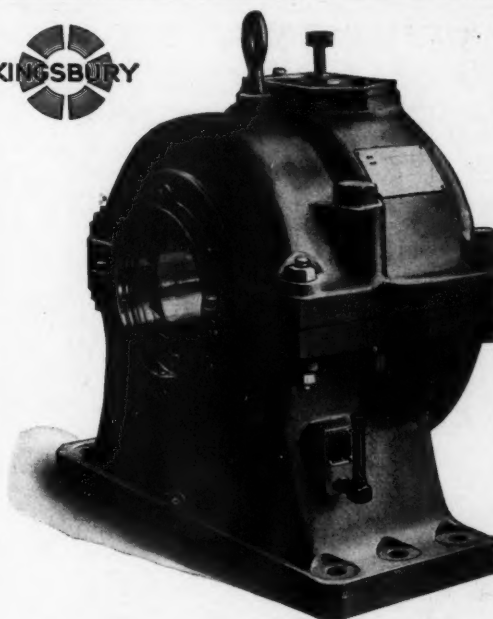
Total 24,950

Prices Set for Frozen Baiting Trip

Prices have been set for the estimated 8,650 quintals of fish landed from the frozen baiting trip. These fish will be purchased by the local exporters at \$5.00 per quintal for the large fish and \$4.25 per quintal for the small.

Fish Landings

Halibut landings during the month were made by schooner *Muriel Isabel*, Captain Walter Crouse, 52,000 pounds; *Mabaska*, Orlando Lace, 65,000 pounds; *Bessemer*, Thomas Himmelman, 30,000 pounds; *Douglas and Robert*, Calvin Tanner, 55,000 pounds; *Harry W. Adams*, Arnold Parks, 65,000 pounds; *Dot and Hallie*, Loren Ritcey, 60,000 pounds; *Jean and Shirley*, Newman Wharton, 24,000 pounds; and motor vessel *Andrava*, Captain Roland Knickle, 25,000 pounds.



A Non-Wearing Propeller Shaft Bearing

This Propeller Shaft Bearing is self-contained and independent of any oiling system.

With no moving parts except a disc, clamped securely to the shaft but not keyed, it bathes the shaft journal in a steady stream of oil which lubricates the bearings and carries away the heat of friction.

These bearings usually run air cooled. Like Kingsbury Thrust Bearings, they are expected to last indefinitely without wear.

The bearing shell is self-aligning. Wearless closures, proof against dirt and water from without and oil from within, seal the ends of the housing. No attention is needed except to maintain the oil level.

KINGSBURY MACHINE WORKS, INC.

4320 Tackawanna Street
Philadelphia, Pa.

Makers of Kingsbury Thrust Bearings, for propeller shafts, reduction gears, hydraulic couplings, main and auxiliary turbines, and feed pumps; also of Kingsbury Thrust Meters for exact measurement of propeller thrust.

KINGSBURY



**No. 10120 SHIPMATE
Diesel Oil Burning Range**

For the fisherman operating a Diesel powered boat, this type of appliance is the ideal galley range for it uses the same fuel as the main engine and it eliminates excessive heat in the galley. There are seven different sizes. —Write for full information.

SHIPMATES are made only by
THE STAMFORD FOUNDRY COMPANY
Established 1830 Stamford, Conn.



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"toe hold" with
PETTIT**

"Jersey City" Copper bottom Paint

Pettit Copper Bottom Paints are highly resistant to marine growths. Positive protection against boring worms.

Pettit Paints cover more square feet per gallon...require less labor to apply. Equally efficient at the Equator or North Pole.

Remember, there's a full measure of
Practical Experience in every can.

PETTIT PAINT COMPANY, INC.
507-519 Main St. Belleville, N. J.

PAINT PETTIT *and see what Service means*

"We have covered the waterfront since 1861"

Atlas Diesel, Distributor for Buda

THE Atlas Imperial Diesel Engine Co. of Oakland, California, and The Buda Company of Harvey, Illinois, have concluded an agreement under the terms of which the Atlas Company becomes distributor for Buda marine engines on the entire Pacific Coast, and at the Atlas factory branch at Houston, according to an announcement by F. H. Kilberry, President of the Atlas Company.

"The Atlas Company," says Mr. Kilberry, "has long been a recognized leader in the design and distribution of slow-speed, heavy duty Diesels which are noted for their dependability and economy in fishing boats, tugs, tankers and various other types of work boats. We have long recognized a substantial market in the pleasure craft field and in smaller work boats which were outside the pale of our regular line of engines.

"The Buda line of marine engines serves to round out our own service to the marine industry and permits us to meet the power requirements of the smaller, lighter, and shallow draft vessels, and other types of craft in intermittent service. Since The Buda Company has attained wide distribution in the automotive, portable, and stationary fields, the advantages accruing from mass production economies in the manufacture of the majority of parts which are interchangeable in the various types is naturally reflected in higher quality and lower prices to the purchaser.

"The Buda engines are more compact and operate at higher speeds than the Atlas engines," according to Mr. Kilberry, "and we believe that our experience in the marine field and unequalled service facilities will prove a decided benefit to present Buda owners and prospective purchasers, who can now cruise the entire Pacific Coast from Southern California to Alaska, knowing that their service requirements will be adequately taken care of by one organization, with no division of responsibilities."

Atlas Diesel Opens Chicago Office

THE Atlas Imperial Diesel Engine Co. of Oakland, California, has recently opened its Central Division Sales Office in the Builders Exchange, 228 North LaSalle Street, Chicago, Illinois, according to an announcement by F. H. Kilberry, President of the concern.

F. H. Dickson, formerly manager of the Diesel Division of Fairbanks, Morse Company, will be in charge of sales of the company's regular line of marine, stationary, industrial and oil field Diesels. Mr. Dickson will be assisted by A. H. Braunsdorff and A. A. Bauer, formerly connected with the sales department of the Atlas Eastern Factory at Mattoon, Illinois.

J. R. Watson, formerly manager of the Mattoon factory, will also make his headquarters at the Chicago office and will devote his efforts to the introduction of the ATLASCO electric fuel injection and ignition systems which the company has developed during the course of the past five years. These systems are to become available on new engines only, and no attempt will be made to sell or adapt them to gasoline engines now in service.

Shell at Southport, N. C.

CAPT. S. I. Burris is a marine dealer in Southport, an operator of a sizable fleet of commercial and pleasure craft, a dealer in shrimp and fish, a shipbuilder, and owner of a marine fuel supply dock.

He has handled Shell marine fuels and lubricants ever since he started operating at his present dock several years ago, and today his two Shell pumps, one dispensing Super-Shell gasoline and the other "Shell Dieseline," put through several thousand gallons per month—15,000 in peak months, according to *Shell Progress*.

Capt. Burris is now engaged in building a new 53 ft. addition to his pleasure fishing fleet. This new craft will be one of the largest and fastest pleasure fishing vessels on the Carolina coast.



The "Almacon," owned by Capt. Albert D. Conley of Freeport, Maine, powered with a 60-85 hp. Red Wing.

Columbian Rope Has Many Long Term Employees

LAST month the Columbian Rope Company held its annual banquet for long term employees. This year's affair brought many interesting facts to light. It showed, for example, that of the 956 people on the payroll 634 have had five or more years of continuous service with the company. To be more specific, three of them can claim 40 years of service, one is in the 35 year group, seventeen in the 30 year group; 26 have been steadily employed for 25 years, 89 for 20 years, 126 for 15 years, 191 for 10 years and 181 for five years, all for continuous service.

At the completion of each five year period, gold service pins are awarded. A thirty year pin has a ruby, a thirty-five year pin a ruby and a diamond, a forty year pin a ruby, a diamond and a sapphire, thus completing the Columbian colors.

Tables were reserved for 81 members of the 25 Year Club. Each had received a gold watch at previous banquets for 25 years of service, whether continuous or not. At the 1938 banquet, 17 received gold watches, thus bringing the 25 Year Club membership up to 98.

It is a source of pride for the company to have so many long term employees. With such a large percentage of loyal, experienced workers, the Columbian Rope Company has an enviable asset.

Amercoat Distributors

AMERCOAT Sales Agency, 5905 Pacific Boulevard, Huntington Park, California, has been granted the exclusive sale of Amercoat Products by American Concrete & Steel Pipe Company, of South Gate, California.

The new sales company was organized by, and will be managed by Miles C. Smith, formerly Sales Manager of the Amercoat Division of American Concrete & Steel Pipe Company. It is their plan to market Amercoat Products internationally, through their own branches, as well as through distributors, dealers and sales agents.

The Amercoat line of coatings are the new synthetic organic plastic cold applied solutions, which have been under test since October, 1935, and which were described in these columns a few months ago. They are applicable for exterior and interior protection of concrete, metal and wood surfaces, including ship bottoms, subject to corrosion.

Among Eastern and Southern distributors are Hume Pipe of New England, Inc., Swampscott, Mass.; The Gregg Co., 1418 Walnut St., Philadelphia, Pa.; J. H. Sprenger, Box 598, New Orleans, La.; American Hume Concrete Pipe Co., 703 New Center Bldg., Detroit, Mich.

There is a large and adequate stock of Amercoat solutions for all purposes, at Swampscott, Mass.

TANGLEFIN NETTING

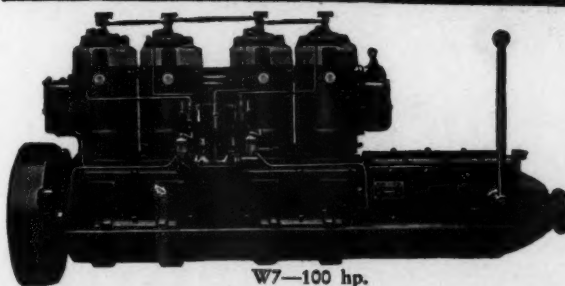


catches more fish

LINEN AND COTTON GILL NETTING
SEINE-POUND AND TRAP NETTING

Manufactured by
LUDLOW MANUFACTURING & SALES CO.
National Net & Twine Division
211 Congress Street
Boston, Mass.

BOLINDERS DIESEL ENGINES



W7—100 hp.

CUT YOUR FUEL COSTS THE SAVINGS WILL PAY FOR A DIESEL

With the cost of gasoline from twice to six times higher than fuel oil, it's easy to see what a lot of money shrewd fishermen save when they install a Diesel engine. And they save in other ways, too. Their cruising radius is enormously increased, their speed is just as high, repairs are practically nothing. And

a Bolinders will last 20 years and more—at least as long as your hull will last.

Find out how Bolinders 50 hp. Diesels can drive 42 ft.-48 ft. heavy fishing boats 8-10 miles per hour. Other sizes 6 to 400 hp. Write for details. If you describe your boat we'll send you specific information on an engine exactly suited to your needs.



BOLINDERS COMPANY, INC.

Office and Showroom: 93 RECTOR STREET, NEW YORK, N. Y.

SPRINGINESS

Even cheap rope looks good when new. Put it into the severe service any rope gets in the fishing industry, though, and you quickly discover it can't take it. There's no reserve strength—it can stand just so much punishment, then it breaks. Fishermen who use New Bedford Manila rope appreciate its springiness under strain—one of the practical tests of built-in quality. Some of the others are durability, flexibility, resistance to water, and uniformity, all of them part and parcel of every foot of every coil of New Bedford Manila rope. We've been making rope that way since 1842.



New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

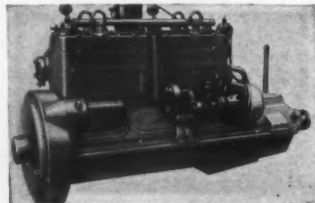
Mills: New Bedford, Mass.



2 to
150 H. P.

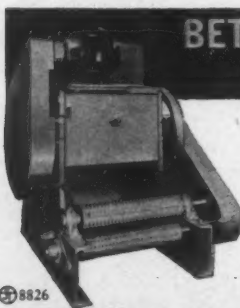
The Palmer Line includes a full range of engines from 2 to 150 horse-power. All are sturdy, dependable, accessible and economical. Send for catalog.

PALMER BROS. ENGINES, INC.
COS CDB, CONNECTICUT
Export Office: 44 WHITEHALL ST., N.Y.
Dealers in Principal Coastal Cities



STORM KING 6 cyl. 75 H.P. at 1400 R.P.M.

**PALMER
ENGINES**



**BETTER ICE FLAKES
COST NO MORE**

Crack your ice with the new model Creasey Ice Breaker. Equipped with adjustable Mico Sizing Rolls, it enables you to regulate the maximum size flakes. The results are better icing, less slush, less waste. Save time and ice, keep your catch in better condition. Sizes from 50 tons per hour down to hand operated models. Write for the latest news.

8826

GIFFORD-WOOD CO., HUDSON, N. Y.

CREASEY ICE BREAKERS

New Jersey and Delaware Expect Reciprocal Legislation

DELAWARE and New Jersey officials have agreed that arrests of New Jersey fishermen in Delaware waters, such as took place this Spring, will be held in abeyance until reciprocal legislation can be enacted by both states next year. This agreement was reached June 15, according to announcement in Trenton, N. J., by Attorney General Green of Delaware in conference with Richard Stockton, assistant New Jersey attorney general, and officials of the New Jersey Fish and Game Commission. A temporary agreement had been effected earlier between the two states, when New Jersey commercial fishermen complained of being molested in the Delaware waters in which they had derived their source of income for years.

Under the new agreement, both states will name a joint commission to prepare reciprocal legislation, which is expected to be acted upon by both the New Jersey and Delaware Legislatures next year.

Stockton, representing New Jersey, took the position that all acts passed separately by each state were of no value because of a 1905 interstate compact that provides throughout for concurrent legislation. The law under which New Jersey commercial fishermen were arrested this year was passed only by Delaware. The last concurrent fishing act was passed in 1907.

Pending outcome of Legislative action, it was agreed no effort will be made to molest New Jersey fishermen so long as they remain away from a small portion of the waters reserved by Delaware. It was said, however, that the main source of fish supply is now accessible to New Jersey boats.

New Esso Position For Bedford

R. B. BEDFORD, Jr., manager of Essomarine sales (shallow draft), has assumed additional responsibilities as field assistant in sales promotion of automotive and accessory lines for the Esso Marketers. He will continue as active as formerly in the marine field, with his new position giving him additional opportunities for waterfront contacts.

Mr. Bedford has been in the New York office of the company since 1933 and his handling of Essomarine sales has made him a familiar figure in boating circles.

Lehman Pattern Department

THE Lehman Engineering Co. of Newark, N. J., has just installed a complete pattern department with all modern equipment. This department is operated in conjunction with the experimental department as well as the assembling plant. All types of wood and metal patterns for any use may be handled with the equipment on hand.

Gray Presents A New Diesel

WE have just received from the Gray Marine Motor Company, 6910 E. Lafayette Ave., Detroit, Mich., copies of their printed matter on the new Gray Marine Diesels. This contains complete specifications of the three-cylinder 82 hp., the four-cylinder 110 hp., and the six-cylinder 165 hp. engines, together with photographs, dimension drawings, power curves and other useful data for boat owners and designers.

In addition to individual sheets on each motor there is a very interesting pictorial presentation of the design, construction and detail of the engine, including pictures of the unit injection system, the "Uniflow" scavenging system and the built-in fresh water cooling system. These various sheets are held together in an attractive binder which carries a complete description of the operation of the two-cycle design as developed in these engines.

Gray Marine Diesels are based upon the engine developed and built by General Motors, adapted and equipped for marine use by Gray.

Literature is available upon request.

Tenth Anniversary of Commercial Quick Freezing

THE tenth anniversary of the commercial use of quick freezing was celebrated at a luncheon given by the General Foods Corp., in New York City, on June 14.

President Clarence Francis referred to the large areas devoted to producing vegetables, fruits, livestock, poultry and seafoods for quick freezing.

Clarence Birdseye, inventor of the Birds Eye process traced the rapid growth of the Birds Eye production and distribution in recent years and projected the large potential growth in prospect.

Edwin T. Gibson, President of Frosted Foods Sales Corp., pointed out that wholesale distributors are selling Birds Eye products to hotels, restaurants, clubs, Army and Navy, ships, railroads and hospitals in every state in the Union and in several overseas countries.

Dr. Carl R. Fellers, research professor of horticulture at Massachusetts State College, told of researches which indicate that Birds Eye frosted foods compare favorably with fresh perishables and that the food value and vitamins are retained by quick freezing.

Dr. Walter Eddy, head of the Good Housekeeping Bureau, said that consumers will probably buy larger quantities of quick frozen foods as soon as there is a wider understanding of the nutritional and flavor advantages of the new products.

Columbian Bronze New Catalog

THE Columbian Bronze Corporation has produced a new issue of their well-known booklet, "Propellers in a Nut Shell." Not only does it contain interesting illustrations and descriptive matter, but technical data valuable to boat owners, builders and architects.

The booklet contains many new items, such as Diesel yacht and work boat controls; electric bilge pumps; Columbian Safe-Way propeller pullers; water-cooled exhaust flanges; a complete line of electric toilets, etc.

Columbian Electric Toilets

At the New York Motor Boat Show last January, the Columbian Bronze Corporation introduced to the boating public their new inexpensive electric toilets. Boat owners and builders realized the great advance made over the customary pump assembly, and the manufacturer reports sales well up to expectations.

Five of the leading boat builders have standardized on the Columbian Electrics for their stock boats, and shipments are being made daily to all parts of the country.

The Columbian catalog illustrates and describes the many advantages of the assemblies which may be obtained in voltages from 6 to 115—house size bowls if desired—multiple units, etc.

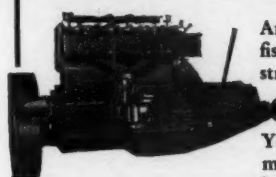
This catalog will be sent free upon request to the Columbian Bronze Corporation, Freeport, L. I., N. Y.

Fifty Years of Exide Achievement

"EXIDE Batteries—Fifty Years of Achievement" is the title of a booklet issued by The Electric Storage Battery Co., of Philadelphia, the world's largest manufacturers of storage batteries for every purpose, in commemoration of their Golden Anniversary. It points out the important part the Company's products play in the daily life of the Nation, stating that "every day in some way you use an Exide battery".

The booklet is profusely illustrated with views of telephone operations, talking motion picture recording, motor coach, skyway and railroad transportation, radio reception, light and power for the farm, wire photo transmission, lights for cities and hospitals, electric locomotives in coal mines, motors for starting powerful Diesels, the part played by batteries in our National defense, and the dependence on batteries for increasing safety at sea.

RED WING BB-FOUR 40-55 H. P.



An engine for the husky fishing boat. Bore 4½", stroke 6" with extra large crank and other working parts. Years of service with minimum upkeep. For boats 25' to 40' or larger.

Red Wing Line—20 Gasoline Sizes, 4 to 125 H.P.
Red Wing Waukesha Hesselman Fuel Oil, 35 to 300 H.P. Full Diesel Types. 75 to 140 H.P.

Distributors:—W. H. Moreton Corp.,
1043 Commonwealth Ave., Boston, Mass.

RED WING MOTOR COMPANY, Red Wing, Minn.

THE MOTOR WITH POWER TO SPARE



FROST BRAND "SUPERIOR" OIL CLOTHING

A first quality garment made to meet the requirements and approval of the fishermen.

Manufactured by

D. O. FROST CORPORATION
Factory and Office, 5-7-9-11 Wharf St.
GLOUCESTER MASS.

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

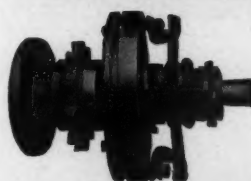
A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

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for
TRAWLING GEAR
and other auxiliaries
on Small and Large Boats

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JOHN G. ALDEN

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TANKERS, TOW BOATS, ETC.**

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**WALK-LAID
MANILA
ROPE**

YOUR GUARANTEE of quality in all standard types and sizes of Fishing Rope Gear, waterproofed, lubricated, treated and specially laid for each particular use, is Wall's century-long service to Fishermen.

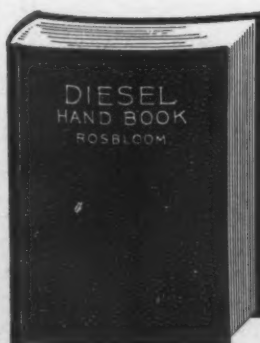
Stocks in all Fishing Centers
WALL ROPE WORKS, Inc.
48 South Street, New York, N. Y.
Factory: Beverly, N. J.

FOR THE MARINE INDUSTRY

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.



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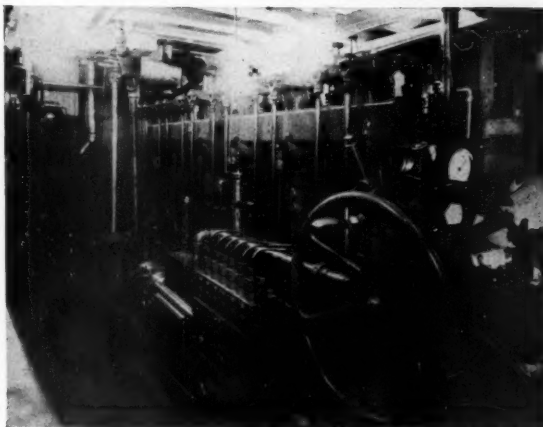


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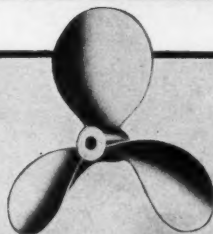
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